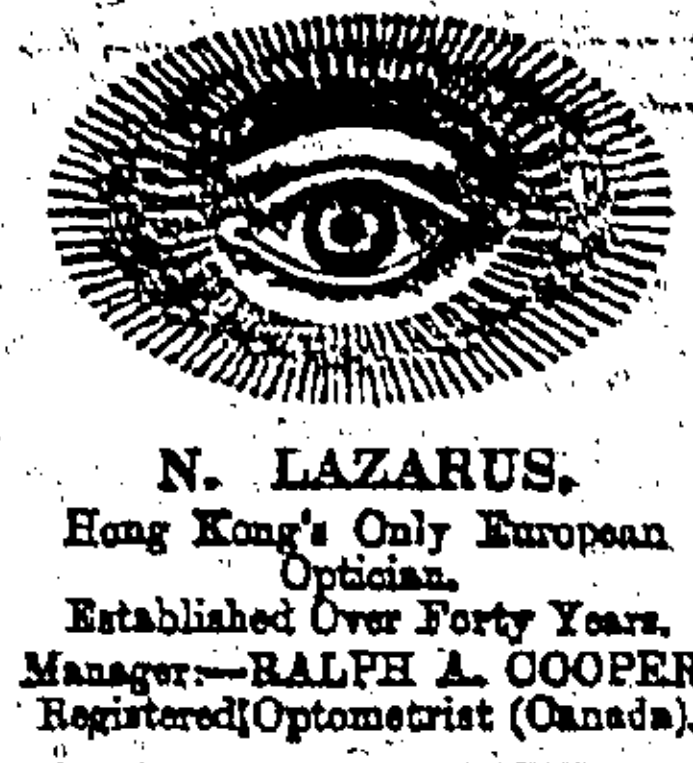


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Hongkong Daily Press.

ESTABLISHED 1857.



No. 21 578 號捌拾柒百伍仟壹萬貳第 日式拾月捌年卯丁 HONG KONG, WEDNESDAY, SEPTEMBER 7th, 1927. 叁拜禮 日柒月玖年七廿百九仟壹英 PRICE: 2S PER MONTH.

KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ... Dep.	6.37	8.00	8.25	9.15	10.09	12.02	1.15	2.37	3.00	4.57
Yau Ma Tei ... Dep.	6.45	—	—	9.24	10.18	12.11	1.24	—	—	4.44
Shatin ... Dep.	6.57	—	—	9.36	10.29	12.21	1.34	—	—	4.56
Tai Po ... Dep.	7.11	—	—	9.49	10.42	12.34	1.47	—	—	5.09
Tai Po Market ... Dep.	7.18	—	—	9.56	10.49	12.41	1.54	—	—	5.16
Shing Mun ... Dep.	7.28	—	—	10.06	10.59	12.51	2.04	—	—	5.26
Shing Mun ... Arr.	—	—	—	—	—	—	—	—	—	—
Shum Shue ... Dep.	7.38	8.40	8.08	10.16	11.09	13.01	2.14	3.18	3.40	5.34
Shum Shue ... Arr.	—	—	—	—	—	—	—	—	—	—
Canton ... Arr.	—	—	—	—	—	—	—	—	—	—

SHA-TAU KOK BRANCH.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Fauling ... Dep.	7.45	—	—	10.15	—	—	—	—
Shataukok ... Arr.	—	—	—	—	—	—	—	—
Shataukok ... Dep.	8.40	—	—	11.10	—	—	—	—
Fauling ... Arr.	—	—	—	—	—	—	—	—

Further information may be obtained at the Railway Offices, Kowloon, or from Messrs. The Great Eastern, Hong Kong, or from The American Express Company, Hong Kong.

G. A. WALKER, Manager.

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Sailings from Canton—Daily at 4 p.m.
Sailings from Canton—S. S. "KINSHAN"—TUESDAY, THURSDAY and SATURDAY at 8 a.m.
S. S. "TAIHEAN" berths on arrival in Hong Kong on TUESDAY, THURSDAY and SATURDAY at Company's Wharf, Wing Lok Street Wharf. All Steamers will, as usual, leave for Canton from the Hong Kong Wharf.

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WHOLESALE
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EX-CHIEF WHIP FINED. DRUNK IN CHARGE OF CAR.

RT. HON. BENJAMIN C. SPOOR.

London, August 5th.
The Right Hon. Benjamin Charles Spoor, of Tower-road, Darlington, M.P. for the neighbouring division of Bishop Auckland, and formerly Chief Whip of the Labour party, appeared at Darlington Police Court yesterday to answer summons for being drunk in charge of a motor-car and driving to the public danger on July 26th. He pleaded guilty.

Police-constable Pace said that while on point duty in the main thoroughfare he received a complaint from a motorist, and as a result saw the defendant's car and Mr. Spoor bending over the gear. "I asked Mr. Spoor what was wrong, and he replied, 'I think if it had another two ponies to run the dynamo it would go, old man,'" witness added.

Superintendent Avery: Why? Mr. Weaver: Every time I went near the car it swerved. I had to keep behind him as far as the monument, and then something went wrong with his car. I then called the attention of a constable to him.

This completed the evidence for the prosecution, which lasted about three minutes.

A Sick Man.

Mr. Brown-Hume addressed the Court for the defence. He acknowledged the fair and temperate manner in which the evidence had been given, and said the charge was a serious position. He had taken a prominent part in public life for twenty-five years, in the course of which he had achieved considerable distinction, including the honour of being admitted a Privy Councillor. "His presence here to-day on this charge is the result of his services to the country," added Mr. Brown-Hume. His services literally broke him down in health, and as a consequence he has been a semi-invalid for the last two or three years. On the day of the offence he was a sick man. He had been confined to bed for four days, and under medical advice he should not have left his home. But feeling the need for fresh air and exercise, he decided to go out in his car. He intended going to Saltburn, but when some distance on his journey he felt faint owing to his weak physical condition and thought he was going to be ill. He thereupon entered a public-house to have lunch, and had two glasses of whisky. The night before he took a large dose of medicine to induce sleep. Mr. Brown-Hume asked for the sympathy of the magistrates for Mr. Spoor in these unfortunate circumstances.

A Lenient Course.

The magistrates retired to consider their decision, and when they returned the clerk said they sympathised with Mr. Spoor. They realised that it was a very painful case for him. The question was, could they let him off altogether? They would like to do so, but as magistrates they must treat him the same as everybody else. Therefore they had decided to impose the smallest possible fine, which would be £2 and costs for being drunk in charge of a motor-car, and Mr. Spoor must pay the costs on the second charge, in respect of which no conviction would be recorded.

MR. SPRINGFIELD'S SPRING. CAR SCATTERS SHANGHAI ROBBERS.

"BYE, BYE BLACKBIRD."

A trim motor car hummed over the road from Hungjiao to Shanghai. In it sat a smiling man; a man at peace with the world and who gazed upon all mankind through rose coloured glasses. The man was none other than Mr. M. O. Springfield, acting Deputy Commissioner of Police, Shanghai, who had just emerged victor in a round of golf in which he had finished with a neat 78 for 18 holes.

Over Great Western Road rolled the car. A star-studded sky and a gentle night breeze added materially to Mr. Springfield's peace and contentment. Right cheerfully would he have forgiven all enemies.

He hummed a few bars of "Bye, Bye Blackbird!"

"Make my bed and light the light, I'll arrive late to-night, Blackbird, Good-bye." Then came the rift in the lute. Shadowy figures darted into the road just ahead of his car. Arms were waved, hoarse shouts were heard. There was the sinister flash of a gun in the yellow rays of the headlights.

Chinese armed robbers at work! But Mr. Springfield, who was unarmed, did not stop, submit to a search and sustain loss. Swiftly his foot came down on the accelerator. Like a flash the car leaped forward, plunging through the gang of robbers, who leaped for their lives.

Mr. Springfield made one mile in nothing and then had a little time left over.

"Back on the road a disgruntled, thwarted gang of Oriental gunmen called down the curse of the most wicked of devils on Mr. Springfield, his ancestors and descendants, present, past and future.

Mr. Springfield drove to the police station and reported the affair immediately. Out to the scene raced a police car loaded with armed men. Before they could reach the scene another foreigner enacted the same performance as did the Deputy Commissioner, also escaping from the gang.

The police conducted an extensive search lasting several hours but the robbers had escaped.—Shanghai Times.

B.B.C.'S COAT OF ARMS. "NATIONS SHALL SPEAK PEACE."

The B.B.C. now boasts a complete coat of arms of its own. It replaces the monogram "B.B.C." and it is interesting to see how the Royal Herald has interpreted a modern invention in terms of age-old heraldry. The motto underneath is "Nation shall speak peace unto nation," and the coat of arms consists of the globe on an azure shield representing the ether, with the seven planets around it. Circling the globe is a golden ring representing broadcast transmissions through the ether. The crest is a lion, holding in his right forepaw a conventional thunder-bolt, this being the heraldic method of showing electrical transmission. The lion, of course, is to indicate that the corporation is British. The supporters of the coat of arms are two eagles with bugles slung round their necks. The bugle represents a proclamation, and the eagle is the swiftest thing known to heraldry. The explanation of this new departure lies in the fact that all corporations incorporated by Royal Charter are entitled to carry a coat of arms.

DIARY OF EVENTS.

To-day.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. and King Edward Hotel, 5 p.m.
H.K. Baseball League: Japanese v. Filipinos, Happy Valley Diamond, 5.15 p.m.
Water Polo League: V.R.C. "B" v. 2nd Scots Guards; K.B.S.F.P.A. "B" v. K.B.S.F.P.A. "A".
Ping Pong League: W.Y.C.B.U. v. St. Peter's Club (S.C.A.A.).
Naval and Military Y.M.C.A.: "Cheer O": Whist Drive, 7.15 p.m.; "Better Ole": Sing-Song, 7 p.m.; Nanking Barracks, Shanghai: "The Revelers" Concert Party, 8 p.m.
Dinner Dances at Cafe Restaurant Parisien.
Queen's Theatre: "A Slave of Fashion."
World Theatre: "Dance Madness."
Star Theatre: "Sherlock Jr."

Thursday.

Annual Drawing of Debentures of Hong Kong Club, 11 a.m.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Ping Pong League: W.Y. College v. H.K. University (C.C.Y.M.S.).
Naval and Military Y.M.C.A.: "Cheer O": Informal Dance, 7 p.m.
Dinner Dances at Cafe Restaurant Parisien and after dinner dance at Lee Gardens.
Queen's Theatre: "Wanderer of the Wasteland."
World Theatre: "Hey! Hey! Cowboy."
Star Theatre: "The King on Main Street."
Principal Mails:—Inward: Europe via Negapatnam, letters only (Lycaon).

Friday.

White Dew (Pai-tu).
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. and King Edward Hotel, 5 p.m.
Organ Recital by Major E. J. Beckham, St. John's Cathedral, 5.30 p.m.
St. Peter's Y.M.C. last moonlight bathing picnic. Launch leaves Queen's Pier, 6.30 p.m.
Ping Pong League: C.R.C. v. Y.M.C.A. (St. Peter's Club).
Naval and Military Y.M.C.A.: "Cheer O": Concert, 7 p.m.; "Better Ole": Variety Concert, 7 p.m.
Dinner Dances at Cafe Restaurant Parisien.
Queen's Theatre: "Wanderer of the Wasteland."
World Theatre: "Hey! Hey! Cowboy."
Star Theatre: "The King on Main Street."
Principal Mails:—Inward: Europe via Siberia (Novara). Outward: Europe via Siberia (Lycaon), 10.20 a.m.

Saturday.

Mid Autumn Festival (Chung-ch'iu-chieh).
Bankruptcy Court, 10.30 a.m.
4th Extra Race Meeting, Macao.
St. Peter's Club Picnic for Blind Home inmates. Start from Star Ferry Wharf, 2.30 p.m.
Naval and Military Y.M.C.A.: Launch leaves Queen's Pier, 2.15 p.m.; Kowloon, 2.30 p.m.
St. Peter's Y.M.C. launch picnic. Launch leaves Queen's Pier, 3.45 p.m.
Cricket: I.R.C. v. B.A.O.C., 2 p.m.
Lawn Bowls League:—Division I: Kowloon Dock R.C. v. Tai Koo R.C. Division II: Tai Koo R.C. v. H.K. Yacht Club.
Hong Kong Baseball League: "Dragons" (S.C.A.A.) v. Filipinos, Happy Valley Diamond, 4 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Ping Pong League: T. Institute v. St. Peter's Club (S.C.A.A.).
Dinner Dances at Cafe Restaurant Parisien and King Edward Hotel.
Concert at Kowloon Cricket Club for Service men, 8.30 p.m.
Queen's Theatre: "Wanderer in the Wasteland."
World Theatre: "Hey! Hey! Cowboy."
Star Theatre: "The King on Main Street."
Principal Mails:—Outward: Europe via Marseilles, etc. (Kamo Maru), 9.20 a.m.

Sunday.

13th Sunday after Trinity.
4th Extra Race Meeting, Macao.
Inter-Departmental Bowls Competition:—Semi-final: Small Units v. Police, Happy Valley, 3.45 p.m.
Inter-Port Bowls: Trial games at Craigengower C.O.
H.K. Baseball League: H.K. Baseball Club v. Club de Recreio, Happy Valley Diamond, 4 p.m.
Open-air Concert by Military Band, Kowloon Dock Bathing Beach, 5 p.m.

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EXCITING TIMES ON THE YANGTZE AGAIN.

FOREIGN SHIPPING BEING FIRED AT FROM BOTH SIDES.

U.S.S. "NOA" AND "ISABEL" IN BRISK ACTION.

THE I.C. S.S. "KUNGWO" THREE TIMES FIRED ON.

The I.C.S. *Kungwo* arrived in Shanghai yesterday from Nanking after having been fired at on three separate occasions during its voyage from Shanghai to Hankow and back, says the *North China Daily News* of Saturday, the 27th ult. One Chinese passenger was struck during the firing, the bullet shattering his ankle, while a member of the crew was grazed by a ricocheting bullet. According to persons on the ship, the U.S.S. *Noa*, which was conveying the *Kungwo*, the I.C.S. *Suiso*, and the C.N.S. *Nankin* between Nanking and Chinkiang was also fired on and had a pitched battle with renegade soldiers for about 10 minutes. They also said that the U.S.S. *Isabel* with "Admiral Hough on board was fired on in Nanking harbour on Thursday morning.

The first time that the *Kungwo* was under fire on this trip was just a week ago when she was passing through Nanking harbour on her way to Hankow. As far as is known only one bullet was fired. This passed through a doorway in the saloon and struck a Chinese passenger who was standing in a doorway opposite. The bullet went clean through his ankle, shattering the bone. First aid measures were administered and he was taken off the ship at Wuhu and placed in a hospital. The bullet is said to have come from the Pukow bank of the river some 1,200 yards distant.

No further incident occurred on the remainder of the voyage to Hankow, but several groups of soldiers were seen on both banks. Northerners at Fault.

When about 15 miles above Nanking on the return voyage from Hankow the ship had its second encounter with the Chinese military. The incident took place at noon on Wednesday. For something like five minutes the ship was subjected to a raking fire from the north bank of the river, the shots apparently being fired by the northern soldiers. About 100 shots struck the vessel. The passengers and foreign officers were at tiffin at the time and were ordered to drop to the floor in order to get behind the steel screens around the saloon. No one was struck, but one of the bullets entered the cabin of Capt. D. Christie, who commands the *Kungwo*, and lodged in a geyser after passing through the woodwork. The firing was done solely by soldiers with rifles.

At Nanking the *Kungwo* was joined by the *Suiso* and *Nankin* and the three were conveyed down to Chinkiang by the *Noa*. When about four miles above Chinkiang the three ships were fired on by one of the many groups of soldiers which they had seen all the way from Nanking.

As soon as the firing started the guns of the *Noa* were manned and she patrolled the length of the line

of the convoy. After about five minutes of firing on the merchantmen, the soldiers became a little more brave and turned their rifle fire on the *Noa*. She responded with machine and Lewis guns. This served only to make the soldiers more angry and they in turn started using their machine guns.

Ten Minutes' Pitched Battle. For 10 minutes there was a pitched battle between the Chinese and the destroyer, the former apparently having quite sufficient protection from the hail of steel which was aimed at them. The pom-pom guns of the *Noa* finally had to be brought into action before the machine gun nests were silenced. Nobody on any of the three merchantmen or the destroyer was killed, though all ships were considerably peppered with bullets. A Chinese cook in the firemen's department on the *Kungwo*, who was standing in a doorway when the firing broke out, had his stomach grazed with a bullet which had evidently ricocheted after striking the iron work.

Passengers and officers of the ship say that they saw numerous bands of soldiers all the way along on both sides of the river. The firing which was done above Chinkiang came from the south bank of the river and was probably from the Nationalists. All of those who arrived here were of the opinion that the northerners have not as yet succeeded in crossing the river.

As the boat was leaving Nanking shortly after noon on Thursday a heavy bombardment was started from both Pukow and Nanking, but the vessels in the harbour were not molested by it. From the river, however, it could be seen that a good number of the shells from both sides were scoring hits, but the extent of the damage could not be approximated.

The "Isabel" Busy. On Thursday morning the U.S.S. *Isabel*, with "Admiral Hough on board, came down to Nanking from up river and as she was coming into Nanking harbour she was fired on from the Pukow side of the river. Without hesitating she opened up and things are said to have moved with considerable rapidity for about five minutes. The *Isabel* stayed in Nanking for about an hour after which she went on down to Chinkiang.

Practically every boat being menaced by one or the other side of the Chinese soldiery as it passes between Chinkiang and Nanking and for this reason all British merchantmen are being escorted by a war vessel between the two cities. The Japanese are not taking this precaution, it is said.

According to those who arrived in the *Kungwo* there are several Chinese warships along the river, but these do not seem to be taking any active part in the fighting across the river.

ST. ANDREW'S SOCIETY.

THE ANNUAL REPORT ISSUED.

FIFTY-THREE NEW MEMBERS.

The 43rd annual meeting of the Hong Kong St. Andrew's Society is to be held at the City Hall on Friday, Sept. 15th, at 5.45 p.m., as previously announced. The report of the Committee and the statement of accounts for the year ending August 31st, 1927, have now been issued.

The credit balance of the Society now stands at \$8,973.81, to which must be added \$8,700 invested in 5 per cent. Straits War Loan (1918) and \$500 in 5 per cent. War Loan 1926-1927.

The Annual Ball was held in the City Hall on Tuesday, November 30th, and a Robert Burns Birthday Dinner took place on January 25th, at the Volunteer Headquarters, both functions being very successful.

The sum of \$802.41 was expended during the year in assisting distressed Scotsmen.

The Committee deeply regret to record the death of Messrs. William Wilson, D. C. Logan, A. W. Barclay and T. W. Hill.

Fifty-three new members were enrolled during the year and subscriptions amounted to \$1,321. The Committee would again invite the aid of all members in bringing forward new names. All Scots in the Colony should make it their duty to become members of the Society.

The accounts have been audited by Mr. R. L. Moncrieff to whom thanks are due.

The report is signed by Mr. P. T. and Mr. O. Sutherland, joint Hon. Secretaries, and by Mr. D. Templeton, Vice-President.

R.329 H. M. Kew, R.300 J. Kotwall, R.331 A. E. Greenway, R.332 L. Shiu Huen, R.333 B. C. Randall, R.334 J. Carr, R.335 H. A. Wittenbach, R.340 Mok Fung Yee, R.344-Pook Lok Chi, R.346 Charles So.

Appointments. The following appointments have been made in the Motor Cyclist Section (Flying Squad) with effect from September 2nd, 1927:

Constable R.302 Harry Kong to be Crown Sergeant.
Constable R.301 Chua Hing Ki to be Lance Sergeant.
Constable R.310 P. O. Peaster to be Lance Sergeant.

GENERAL.

Police Training School. The advanced members of the Chinese and Indian Companies will attend at the Police Training School at 5.30 p.m. sharp on Thursday, September 8th, and Tuesday, September 12th, for instruction in Police duties and regulations by Inspector H. J. Paterson. Every member attending will bring his instruction book with him.

Parades. All recruits of the Chinese and Indian Companies will parade in multi at the Central Police Station for squad drill and rifle exercises under Sergeant R. J. Hunt at 3.30 p.m. sharp as follows:

Chinese Company on Thursday, September 8th, and Tuesday, September 12th.
Indian Company on Friday, September 9th, and Monday, September 12th.

(Sgd.) G. B. HARTFORD,
D.S.P. (R.), Adjutant.
Hong Kong, September 6th, 1927.



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HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

SEPTEMBER 6th, 1927.	
B.K. Bank	\$1,075 buy.
Do., London	\$215 nom.
Chartered Bank	\$230 nom.
Mercantile Bank, A. & B.	\$230 nom.
Do., C.	\$213 buy.
P. & O. Bank	\$29 buy.
East Asia Bank	\$65 nom.
Canton Insurance	\$590 sel.
China Underwriters	\$11 nom.
North China Ins.	Tls. 143 nom.
Union Insurance	\$295 buy.
Yangtze Insurance	M. 437 buy.
China Fire Insurance	\$210 buy.
Hong Kong Fire Ins.	\$260 nom.
Donghai	\$33 buy.
Steamboats	\$31 sel.
Hong Kong Tugs	60 cts. sel.
Indo-China (Prof.)	\$30 nom.
Do. (Def.)	\$43 buy.
Shah Transport	\$22 nom.
Star Ferries	\$34.80 buy.
Waterworks	\$17 nom.
China Sugars	\$35 sel.
Malayan Sugars	\$33 sel.
Benguet	\$170 nom.
Kailan Mining Ad.	49 buy.
Langkate (combined)	Tls. 17 buy.
Do. (single)	Tls. 9 nom.
Shah Explorations	Tls. 3 nom.
Shanghai Loans	Tls. 3 nom.
Bank	\$4 buy.
Typhoon Mines	\$193 nom.
Uml Camps	\$5 nom.
H.K. & W. Wharfe	\$112 buy.
H.K. & W. Docks	\$35 nom.
Hongkong	Tls. 140 buy.
New Engineering	Tls. 44 buy.
Shanghai Docks	Tls. 92 buy.
H.K. & W. Hotels	\$23 nom.
H.K. Lands	\$6.15 buy.
Hong Kong Realty	\$6 sel.
H.K. Territorials	\$14 sel.
Humphreys Estates	\$124 buy.
Prince's Buildings	\$82 buy.
Rural Lands	\$14 nom.
Ewo Cottons	Tls. 736 buy.
Oriental	Tls. 14 buy.
Shanghai Cottons (old)	Tls. 80 nom.
Do. (new)	Tls. 25 nom.
China Buses	Tls. 2 nom.
H.K. Tramways	\$20 buy, 20.15 sel.
Peak Tram (old)	\$14 sel.
Do. (new)	\$7 sel.

(Continued on next Column.)

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, September 5th.

Paris	134
New York	4.54 1/16
Brussels	34.82
Geneva	25.21
Amsterdam	12.14 1/2
Milan	89.55
Berlin	20.44
Stockholm	18.11
Copenhagen	18.16
Oslo	18.55
Vienna	34.47 1/2
Prague	18.57
Helsingfors	19.37
Madrid	28.81
Lisbon	2 13/32
Athens	367 1/2
Bucharest	785
Rio	52
Buenos Aires	47 15/16
Bombay	1 5/20 3/2
Shanghai	2/84
Hong Kong	1/11 1/2
Yokohama	1/11 9/32
Silver (spot and forward)	25 1/2

Singapore Tractions	10/9 buy, 11/1 sel.
Taxis	\$1 nom.
Amusements	\$20 nom.
Canton Loss	\$3 nom.
Cemeteries (combined)	\$7 sel.
Do. (old)	\$6.80 nom.
Do. (new)	\$1 sel.
China Lights (comb.)	\$12 nom.
Do. (old)	\$9 sel.
Do. (new)	\$8 nom.
China President	\$4 nom.
Constructions	\$1 sel.
Dairy Farms	\$13.20 buy.
Den & Wings	\$6 nom.
H.K. Electric	\$53 sel, 53 1/2 sa.
Macao Electric	\$37 buy.
H.K. Ropes (old)	\$10 nom.
Do. (new)	\$5 nom.
Lane Crawford	\$5 sel.
Mackintoshes	\$22 nom.
Sincere	\$34 nom.
United Laborers	\$12 sel.
Watsons (old)	\$11 nom.
Wm. Powells	\$3 sel.
Telephones	\$3.70 sel.
buy—buyers; sel.—sellers; sa.—sales nom.—nominal.	

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, CAPTAIN SUPERINTENDENT OF POLICE.]

CHINESE COMPANY.

Strength.

The following have enrolled in the Chinese Company and are posted respectively as under:

Constables R.9 Li Man Shing, R.73 Ho Shiu Que, R.74 Ng Chi Chow to No. 3 Section.
Constable R.75 Ip Ping Chi to No. 2 Section.

Dismissal.

Constable R.57 Lai Kim Ying is dismissed from the Force as from September 1st, 1927.

Commendations.

Constable R.18 Hwang Hong Yeh is highly commended by the C.S.P. for assisting the Regular Police in the arrest of a pickpocket on Aug. 27th.

Constable R.41 Chow Wai Chuen is commended by the C.S.P. for prompt assistance rendered and correct action taken in a motor-car accident on August 22nd.

INDIAN COMPANY.

Strength.

The following has enrolled in the Indian Company, and is posted as under:

R.247 Unit Ali

Commendation.

Constable R.215 Fazal Mohamed is highly commended by the C.S.P. for rescuing a Chinese woman from drowning on July 24th.

MOTOR CYCLIST SECTION (FLYING SQUAD).

The following notification in the *Hong Kong Government Gazette* is repeated for the information of all ranks:

The *Hong Kong Government Gazette* of September 2nd, 1927, notification No. 499:

"H.E. the Governor has been pleased to appoint Mr. George Harold Thomas, M.D., B.Sc., to be Assistant Superintendent of Police (Reserve) and be in command of the Motor Cyclist Section, Hong Kong Police Reserve."

Strength.

The following have enrolled in the Motor Cyclist Section (Flying Squad), and are posted respectively as under:

HONG KONG SECTION.

Constable R.301 Chua Hing Ki, R.302 Harry Kong, R.304 A. B. Hanson, R.305 Lo Shiu Wah, R.306 S. W. Kitchell, R.307 T. B. Holland, R.308 W. A. Shea, R.309 R. Young, R.310 P. O. Peaster, R.311 Yeung Siu Tin, R.313 Michael Lim, R.314 J. Van der Lely, R.315 Ho So, R.316 P. S. Siu, R.317 Cheng Yew, R.318 Poon Wing Fook, R.320 A. Black, R.321 O. Ismail, R.324 A. Hamid, R.327 Look King, R.328 H. Kew.

(Continued on next Column.)

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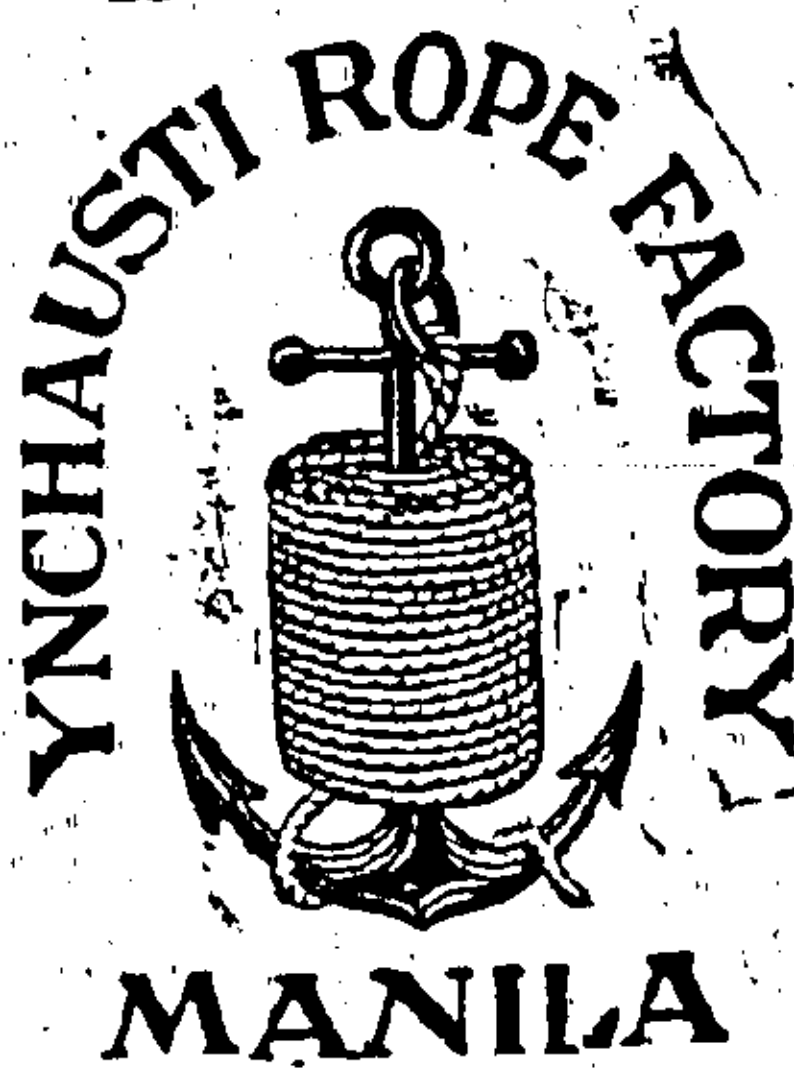
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TEL. K. 155.

INTERVENTION IN CHINA.

A DISCUSSION OF THE PROPOSAL AND THE
GROUNDS FOR OPPOSITION.

MUTUAL MISTRUST A POWERFUL DETERRENT.

THE POWERS' DUTY TO STRUGGLING PEOPLE.

[By GEN. WILLIAM CROZIER.]

We are told by well meaning persons that the Chinese people have a right to work out their own salvation in their own way and that it would be wrong to interfere in their internal affairs. But who are the Chinese? Are they the two per cent who exercise an autocratic and profitable rule over the others? Or are they the inarticulate 98 per cent who have nothing to say in the matter, and never have had? If we have any duty or responsibility in the premises, to which group is it? Or have we any at all? By staying out and keeping our hands off we leave the two per cent free to fight among themselves for the control of all the others, and to force as many of the latter into the *melée* as they can arm and equip, while harrasing the remainder with the miseries of civil war. The only justification which we admit for the use of our strength is the defence of our own interests, of the lives and property of our nationals. But what idealism is there in this plea when dealing with a weak and backward people? Is the selfish reason the only one to which we will grant any validity?

But we are also told that the task of assuming charge of China, against the united opposition which we would encounter from all the factions which are now fighting each other, would be too big; that the game would not be worth the candle; and that it could not be prosecuted to success in any case, for it would involve an endless guerrilla warfare with the irreconcilable 400,000,000 of China's hostile population. Let us look at the situation for a moment.

A Consideration of Facts.

China's armed forces are loosely estimated at some 2,000,000 men, whose sole present occupation is fighting each other or plundering the unarmed people. And this is the limit of her numerical possibility, for the lack of armament and supply, particularly of her warring chiefs, even with the considerable assistance which she receives from abroad, in finished product, raw material and technical help, notwithstanding the quasi-embargo. The numbers are formidable, and efficiency were maintained in reasonably like degree, they could be sufficient to deter any thoughtful soldier from advising his government to undertake military operations against them, away off here in China.

Good Fighters.

The Chinese are much better armed than they have been in any of their previous clashes with outside powers, and far better organized and drilled. They know more about the use of modern weapons; and they have never lacked courage, when they recognized an occasion for its display. Some of them have exhibited discipline and endurance of a high order in campaign, and, although very little fighting generally accompanies their military operations, their advances and retreats and their occupation and abandonment of position, they have shown on more than one recent occasion that they are capable of maintaining a pitched battle with a tenacity which is evidenced by a high percentage of casualties. But their training scarcely extends beyond the duties of the infantry soldiers, and in that it is practically limited to elementary close and open order drill and manoeuvre, and the use and care of the rifle and the pistol. Their ammunition supply is too limited to permit the target practice necessary for any proficiency in reason they cannot have the training required for familiarizing the detachments with the operation of their automatic arms. It is doubtful if any number of them worth considering could keep a machine gun in action, even if the quality of their ammunition would permit anybody to do so.

No Artillery Manufactured.

Some of the arsenals can manufacture trench mortars, and this simple weapon they can use to some extent; but they do not manufacture field artillery, their supply of modern guns is very limited, and their officers lack the scientific training without which it is impossible to utilize the range and power of this important arm. Their aviation service is almost non-existent. They have next to no tanks, no gas masks and no gas service, and no means of manufacturing in quantity either the masks or the gas. They have a few motor cars and motor trucks, and they can drive these very well and keep them in reasonable repair; but the number in the entire country is too small for adequate military service, and they have never manufactured any themselves.

China has been overpowered and completely taken possession of more than once in her history. The last occasion was the Manchurian conquest,

in which Peking was occupied in 1914, and a dynasty was set up which ruled the country with absolute power for two and a half centuries. The military advantages which enabled this success were better organization, better fighting spirit, and more robust physique. They had, no superiority of weapons.

Purely Military Task Easy.

It is probable that there is no force in China that could stop a single American division in organized military operations, and a force equivalent to eight or ten American divisions could dissipate and reduce to military impotence every serious unit in the country, effecting a complete occupation, which could be maintained as long as necessary. The purely military task would be so easy as to justify search for the most benevolent way of performing it.

As to guerrilla warfare, in which would be exhibited the universal hostility of an implacable populace, and which would require for its control such diffusion of an occupying force as to augment greatly the numbers needed for regular operations, nothing of the kind would be necessary. The maintenance of such warfare calls for sacrifices and strenuous efforts, and a spirit which can be sustained only by resentment against the pressure of injurious tyranny, or by an intense patriotism which the Chinese masses do not have.

There is an exotic nationalism of "New China," but Dr. Sun Yat Sen himself has said that his people in general do not possess national feeling, which must be inculcated in them. The task of arousing it, however, is a would really consider the rule which the people would be great, and would have to labour continuously against the Chinese popular disposition to acquiesce in a regime under which they are permitted quietly to pursue their vocations.

There is plenty of evidence of the small amount of force which is necessary to put down Chinese uprisings, even where there is a genuine grievance, and with improvement of previously unsatisfactory conditions the native common sense of the Chinese race can be relied upon to make the inculcation of belief in a false grievance difficult for the continuous success of the agitator. The "Red Spears" and other similar peasant organizations have been a serious annoyance to the armies of warring militarists in Central China; but these people have been harried to near death by the soldiers, their crops and animals taken, their homes looted and their women ill-treated; and in desperation, with nothing left to lose, they have taken to reprisals against their tormentors, of which not the least unfortunate effect is to leave them addicts of the bandit habit for an indefinite time.

Boycott No Real Weapon.

A word about the boycott. This has been claimed by Mr. Eugene Chen, of Nationalist notoriety, to be an invincible weapon in the hands of his countrymen; and there has been a disposition to admit the claim by foreigners who have been impressed by the effect on the Japanese of the boycott of 1919 against the occupation of Shantung, and by that of 1926 against the British of Hong Kong, following the shooting incidents of May 30th and June 23rd. But these manifestations were directed by organizations of individuals who were probably incited and certainly encouraged by constituted authorities, and who followed the methods of picketing, punishment, and other forms of violence which have become classical in the coercion of "blacklegs" in labour disputes, both in the East and the West. So that it is impossible to say with what degree of spontaneity the boycotts were sustained. The British of Hong Kong, and the pickets had been restrained from the confiscation and sale of British goods and the imposition of enormous blackmail upon vessels which visited Hong Kong, making the whole movement a very profitable one for them, and if the Cantonese had not been able to obtain supplies of goods of other nations, the keenness of the merchants for trade and of the people for supplies would have made the boycott futile. The possibility of success of a widespread boycott against a Power or group of Powers effecting an occupation of China is a more or less speculative, but the success of an attempt which would be officially discouraged, and in

which methods of intimidation would be prevented cannot be argued from the experience of 1911 and 1923, in which these methods had full play and official sympathy.

By What Means?

There remains to be considered the agency by which intervention might be attempted,—the so-called Treaty Powers. Of these the one which have the greatest interest in a stable and well governed China, and which at the same time can contemplate the expense without at once finding it prohibitive, are Great Britain, France, America and Japan. The Power which is so situated as to make the job the easiest for her is, of course, Japan; and the one which could best afford to undertake it is America. But we know that the American people would not think of sanctioning such a proceeding, either by their own Government or any other. They would consider it not only morally and ethically wrong and militarily impracticable, on grounds which I have been examining above, but they would be distrustful of the spirit in which it would be undertaken and carried through. They would have no confidence in the altruism with which even our own Government would take up a trusteeship of the Chinese people and administer it in the sole interest of the wards, as political minors, until these could be trained to take over the management of their own estate, and they would be quite certain that shady financiers, or even well-intentioned business men naturally solicitous about their own interests, would exert such an influence on the administration of China as to give it altogether too much of the character of an exploitation of the Chinese people in the interests of foreigners. Americans would not trust our own public opinion to exert itself in behalf of remote wards.

Reasons for Opposition.

It is charged by thoughtful Chinese as well as by their political radicals, that the advantages given to foreigners by the "unequal treaties" are already oppressively used to the economic and political detriment of the Chinese people; and there is an uncomfortable measure of truth in the charge. Friends of China assert that the unjust treatment would be accentuated with the enlarged opportunity for selfishness which would be afforded by complete control, and they are quite sure that there would be no self-imposed restriction of control which would limit it, as it should be limited, to the least degree which would accomplish its purpose and would prompt the greatest possible utilization of native personnel and other Chinese agencies of administration.

There is also an element of the treaty-power population which admits no such duty to the peoples of the uttermost parts of the earth as would call upon them to make the effort and the sacrifice which would be required to free these people from the oppression and the exploitation of their own rulers and to shorten their course towards the consent of the governed. They are impatient, not believing that better trade conditions would more than return it,—and they recoil from the risks and the bloodshed which might be involved. Altruism is all very well, but charity begins at home, and there is such a thing as quixotism. The first duty of the Government is to its own people and the first duty of the people is to themselves,—their respective fathers of families already burdened with expenses enough, their mothers and their soldier sons.

Difficulty of Mutual Jealousies.

Finally, there is the difficulty of international co-operation; the mutual jealousies and distrust of the Treaty Powers. There are many who contend that these international suspicions would prevent any efficient co-operation in the task of regenerating China, either in her own interest or in that of the intervening Powers, and that the Powers would still more strongly negative consent to consign the task to any single Power. The difficulties which are now encountered in securing accord upon any matter in which the various Powers are interested are numerous enough. It may be that these objections are well taken. But in that case it were best that we should recognize the true reason for pursuing the "hands-off" China" policy. It is not that it would be ethically wrong or practically impossible to do otherwise; but that we cannot trust ourselves or our neighbour with the delicate duty of laying a kindly hand on the shoulder of a backward nation and guiding it with firmness along the trail which we know because we have been over it.

Period of Tutelage Needed.

Chinese industry, thrift, intelligence, eagerness to learn, hospitality to Western material and political civilization, are such as to afford abundant encouragement to the belief that a period of tutelage need not be long if only a fair start could be given to an evolutionary development of the power of the people. And for a civil leader, ship the native intelligentsia,—some of it highly educated,—affords a very fair amount of fine and worthy personnel. But the start is held back, and a revolutionary character is forced upon the development by the inability of any one to invent an argument which would appeal to the possessor of arbitrary power as a reason why he should voluntarily (Continued at foot of next column.)

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September 6th, 1927.

ON LONDON—	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 9/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	—
Bank Bills, at 6 months' sight	1/11 1/2
Bank Bills, at 9 months' sight	1/11 1/2
Bank Bills, at 12 months' sight	1/11 1/2
ON PARIS—	
Bank Bills, on demand	1215
Credit, 4 months' sight	1220
ON NEW YORK—	
Bank Bills, on demand	47 1/2
Credit, at 60 days' sight	48 1/2
ON BOMBAY—	
Telegraphic Transfer	13 1/2
Bank Bills, on demand	13 1/2
ON CALCUTTA—	
Telegraphic Transfer	13 1/2
Bank Bills, on demand	13 1/2
ON SHANGHAI—	
Bank Bills, at sight	7 1/2
Private, 30 days' sight	10 1/2
ON YOKOHAMA—	
On demand	98
ON SINGAPORE—	
On demand	84 1/2
ON BATAVIA—	
On demand	—
ON HANKOW—	
On demand	nom.
ON HONGKONG—	
On demand	nom.
SOVEREIGN, Bank's Buying rate	\$9.85
Gold Leaf, 100 fine, per tael	—
Bar Silver, per oz.	25 1/2

NAVAL MARRIAGE ALLOWANCES.

DEPENDENT ON CONJUGAL FELICITY.

There has just been promulgated a number of amendments to King's Regulations and Admiralty Instructions, and among these are several relating to marriage allowances. These are especially interesting because of the light they throw on the attitude of the Admiralty with regard to these allowances to naval ratings. One article explains that the allowance is intended to assist the man to maintain, during the period of his service, a home for himself with his wife. Consequently, payment will not be made in respect of a wife who is living apart from her husband for reasons unconnected with the exigencies of the Naval Service, nor for any children in her care. Any man in respect of whom a marriage allowance has once been awarded who subsequently decides to live apart from his wife will be liable to be charged with any overpayment of the allowance which may occur consequent upon his failure to notify the fact of separation. In addition to separation arising from domestic differences, a rating will normally be regarded as separated from his wife for reasons unconnected with the services when he is serving in home waters and his wife resides abroad, but mer of South Africa, married in that country and locally entered under a continuous service engagement abroad for non-continuous service will be regarded as separated from their wives for private reasons while they are serving on the station on which they were entered and their wives reside away from that station.

accept, and even cultivate, a restriction of his power in the interest of those under his rule. The militarist naturally prefers to fight for his preferential position as long as he can make war personally profitable.

It may be that we Occidentals cannot do anything in the premises. But it is a pity if that is so. And at all events, let us not make a merit of refusal to lend a hand to free a floundering people from cruel exploitation by their native rulers, because, singly or collectively, our nations are neither fit nor willing to do the job.—North China Daily News.



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MOST EXPENSIVE COLONY TO LIVE IN.

HONG KONG GETTING AN UNENVIABLE REPUTATION.

A PLEA FOR REDUCTION OF ABNORMALLY HIGH COSTS.

SANITARY BOARD DISCUSSES WEIGHTS AND MEASURES.

"Hong Kong is earning the unenviable reputation of being the most expensive Colony to live in," said Mr. J. P. Braga at the meeting of the Sanitary Board yesterday afternoon, when he raised the question of the prices of fresh foodstuffs in the local markets.

He made a plea for taking steps to reduce the cost of living. Reference was made to the committee appointed to consider market prices, and the fact that it had been considered unnecessary for the committee to issue a report. He suggested that a report published by the committee would be of very great public interest. It would invite public criticism and bring in suggestions for keeping down prices.

Mr. Braga went at some length into the question of food prices, and also referred to the importance of encouraging a larger growth of vegetables in the New Territories, and the need for obtaining a reduction in the cost of transportation to Kowloon and Hong Kong.

The President of the Board in his reply reviewed what the committee on prices had done. He pointed out that they had found that prices went up according to changes prevailing at ports of origin, and that retailers here did not seem to be reaping excessive profits. With regard to local production, the President stated that transportation from the New Territories to Kowloon was much more expensive than by steamer from, say, Shek Ki.

Those present at the meeting were: Mr. N. L. Smith (President), Dr. S. W. Tse, Mr. Wong Kwong Tin, Dr. S. C. Ho, Mr. J. P. Braga, the Hon. Mr. H. T. Jackman (acting Director of Public Works), Dr. G. W. Pope (Medical Officer of Health) and Mr. D. Davies (Secretary).

The President referred to the work of a committee being appointed to consider the prices of fresh foodstuffs, and said that the committee had suggested that the papers be circulated, to members of the Board, but that it was unnecessary to issue a report. He understood that Mr. Braga had something to say to the Board on the question.

A Heavy Burden.
Mr. Braga then said: I suggested that this question of the prices of fresh foodstuffs should be brought up for discussion to-day, because it concerns a much wider sphere than the limited circle of membership of this Board. It is a question that affects all classes in Hong Kong. Another reason why I wanted an opportunity for a public discussion of the prices of the daily necessities of life is because public attention can be drawn to the fact that the incidence of the high cost of living in Hong Kong is bearing very heavily on the class—least capable of shouldering the burden.

The tendency of whose income is towards reduction, because of the difficult times through which the Colony is passing, and whose expenditure goes on increasing in an inverse ratio.

Of Great Public Interest.

When a Sub-Committee of this Board was appointed to go into the question of the prices of fresh foodstuffs about two years ago, the remark was generally heard that great things might be expected from its labours to keep down market prices. From time to time the pertinent question has been asked in the Press whether the Committee was still in existence and to what extent it was controlling the market prices. But for all the community knew the Committee remained dormant, and now it is suggested that no good purpose would be served by the Committee issuing a report and, therefore, it is proposed that no report be issued. I regard such a decision. I would go further and ask the members of the Committee to reconsider their decision. A report by the Committee, if published, would be of very great public interest. It would, besides, invite public criticisms and possibly useful suggestions for keeping down prices for the benefit of consumers at large. Without any report, the public is entirely in the dark as to the steps (if any) taken by the Committee to reduce product prices. For example, a few months ago the price of bread was shown up because of the higher price of imported flour. The price of this latter commodity must surely have fluctuated since then, and yet our bread price has remained fixed.

No Competitive Prices.

As regards market produce, I have my doubts that prices are regulated strictly by the laws of supply and demand. It is suspected that the influence of the Butchers' Guild is the greatest determining factor, and it would be interesting to learn to what extent the Committee has succeeded, if at all, to undermine the power of that Guild. There is no such thing as competitive prices in our markets, which goes to bear out the belief that between the Butchers and the consumers prices are kept up to the prejudice of the consumers.

New Territories Production.

Another striking fact is the phenomenal increase in the prices of Chinese vegetables as compared to what they were a few years ago. This big increase hits the poor working classes very badly. It would be interesting to learn from the Committee whether any effort has been made to obtain a larger supply of vegetables for our markets from the producing districts of the New Territories. A factor against the New Territories farmers is the difficulty and the high cost of transport from the producing centres to our markets in Hong Kong. In the present age of mechanical transport some feasible scheme should be worked out for collecting vegetables grown in the New Territories and transported cheaply to Kowloon and Hong Kong. A pertinent question would be: Has the railway administration been approached to reduce the freight on perishable goods to Kowloon from stations within the border? These and others are questions on which residents would appreciate the views and recommendations of the Market-Prices Committee.

Hong Kong is earning the unenviable reputation of being the most expensive Colony to live in. If this abnormally high cost of living could be put down as the result of any recommendation the Committee is capable of formulating, I feel sure residents will have reason to be grateful to its members.

THE PRESIDENT'S STATEMENT.

Replying to Mr. Braga, the President said: I am sure the Committee, of which I was a member, would be glad to submit to the Board a subsequent report if that is the desire of the Board. We have no wish to shrink our responsibilities in that respect. After consideration we thought that if the papers were circulated to members of the Board they would show that the Committee had not been at all dormant. I would like to thank at this stage the two Chinese members for the time and care they gave to work on this Committee. We also thought that if any report was made it would be bound to be in a way negative.

I think that the Board should bear in mind that Food Prices are not in any way its concern. They never have been, and I venture to say they should not be. This Committee was appointed in consequence of a question which Dr. Koch asked in May, 1925, in which he asked whether the Board, in letting market stalls could not take some steps to stop what he described as profiteering. I followed that up by consenting to the setting up of a small committee, consisting of myself and two Chinese representatives, to go into the question of prices of food sold in the markets, and which at that time we felt to be extremely high, and if possible to make recommendations to reduce these prices.

Boycott Effects.

May, 1925, of course, was not the worst time of the Boycott, but the Boycott still existed. Before 1925 the main supplies of cattle and pigs were from two West River ports, Wuchow and San Mei, and in the matter of cattle supplies about 86 per cent. of the total importation came from those places. During the trouble in 1925, and right on to October, 1926, these two ports were entirely closed. I have no doubt that the same cattle, or their descendants came via Kwang Chow Wan, but naturally there had to be paid a duty of duty before the cattle crossed the French frontier to begin with, and further it was more difficult to bring them that way than direct from Wuchow and the West River.

No Inordinate Profit.

I think the papers circulated will indicate the lines on which we went to work. We saw every month the wholesale prices of cattle and swine, and we were able to keep a careful check of them. We interviewed at considerable length the importers of cattle and swine, and interviewed the butchers and representatives of the butchers. We also had the advice of the Colonial Veterinary Surgeon, and we came to the conclusion, which I think is correct, that no inordinate profit is being made by the actual retailer. It was seen, and the figures prove it, that the increase in prices was due to the higher prices reigning at the ports of origin. They came down in a very marked degree early this year, but they have gone up again since, but nothing like what they did during the Boycott.

Health Competition.

As regards what Mr. Braga said about supply and demand, I think we are apt to make too much of the bogey of "the ring" and the Guild. One who has been into the markets, like myself, will see that there is very healthy competition, and you can beat them down. This is bound to be the case where there are perishable commodities like beef, etc. Prices move in a curve. When there is a glut prices drop a few cents, and when there are a few hundred cattle less in the depot the prices rise a few cents.

This is a not a Board matter, and I am not sure I ought to be making these remarks, except that we were appointed to go into this matter. I think you will always find people who will buy cheap and sell dear, whether it is in Lee House Street or in the markets. The only way in which that can be kept within bounds, especially where there is a market monopoly, is to have plenty of markets.

Local Production.

As regards local production. The committee also had the advantage of a large number of files on the subject of encouraging the production of foodstuffs in the New Territories, and it is not easy to say much on the subject. In the case of the New Kowloon vegetable man it has been definitely found that he is within range of a number of markets. The whole of Kowloon has vegetables. With the New Territories it is more difficult, and there is expensive transport. It costs more to bring vegetables from Shatin to Kowloon than from Shek Ki by steamer. There is a big difference in the prices charged for transportation.

It is not easy to see that any steps taken to encourage local production will go very greatly to encourage reduction of price. The local man will keep his price just below the price of the imported stuff. During the strike the New Territories reaped a golden harvest, especially with their swine and vegetables.

Wild Optimism.

These are matters, which, as I say, do not concern the Board as such, nor even the committee, who were given fairly wide powers to deal with the matter.

I shall be very glad to incorporate remarks in a subsequent report, but we considered we had sufficiently covered matters by circulating the report around.

Concluding, the President said: It can never be hoped that the New Territories can supply livestock as we need it to the extent of 50,000 swine, and 4,000 cattle a month. I don't think even the wildest optimist could think that the New Territories could produce livestock in that quantity.

MR. BRAGA REPLIES.

Mr. Braga, in replying to the President, thanked him for his interesting and comprehensive review of the question, commenting that it would be most interesting and illuminating reading to the public in general.

Continuing, Mr. Braga said: "I do not quite see eye to eye with you, Sir, when you say that as regards the matter of the price of foodstuffs this is no concern of the Board. The mere fact of the Board having appointed a Committee to deal with the question is tacit consent on the part of the Board more or less to regulate food prices in the interest of the community for the past two years. I realise that there is no statute which places such duties on any member of the Committee or Board. As it was an all-embracing question affecting the whole of the community, I think that the Board might have employed its efforts to control prices."

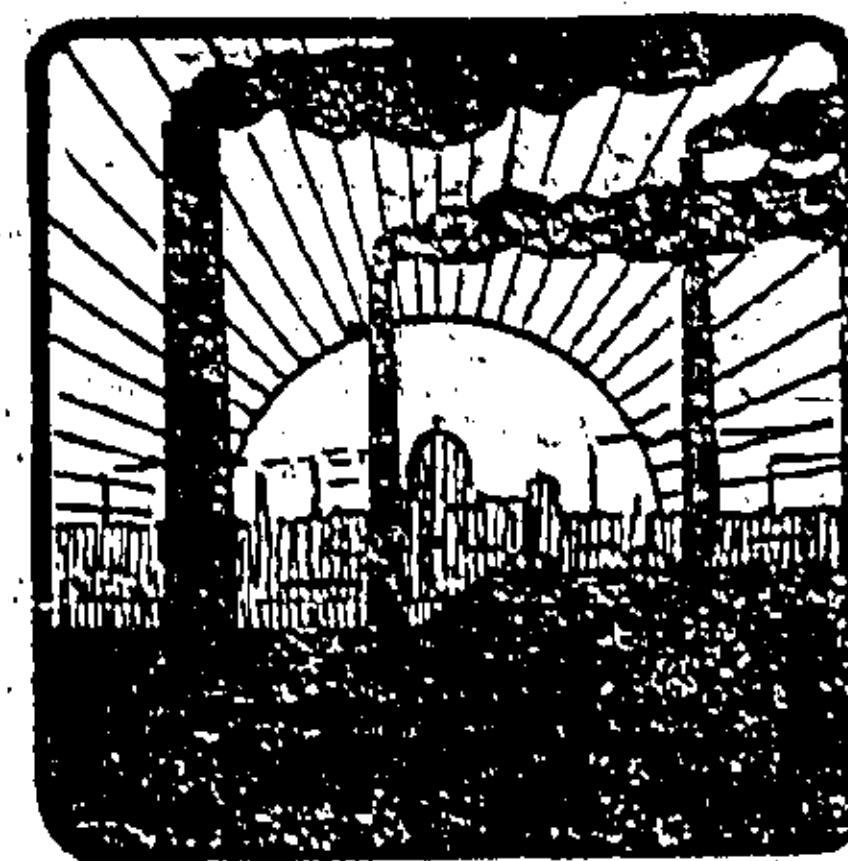
All The Same Price.

I do not agree that there are competitive prices in the market. I have been in them and enquired at the fruit, vegetables and meat sections. It is a curious coincidence, that say in the first section, you can go the whole length of the block and you will find that practically the same prices obtain at every stall. This is not so with the competition, say in Lee House Street or in other departments of commercial activity.

(Continued on next column.)

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[A.P.B. 14]

An Official Scale.

A little while ago I received a letter from a Chinese gentleman (I did not know him) who suggested the need for an official system of weights and scales in the markets of Hong Kong. He pointed out to me the grievance of Chinese servants. Servants go to the markets and are given a certain quantity for a presumed weight. They are told to take it or leave it. This Chinese gentleman suggested to me that official scale weights and measures should be established, and that such a system would be a big advantage to poor people. I promised to bring it before the Board, and I think this is a suitable time to do so. I would be thankful if they could see some way to meet the wishes of this Chinese gentleman.

New Territories Encouragement.

In this matter of the New Territories. While we are not all the "wildest optimists," I think there are plenty who feel that the farmers in the New Territories might be encouraged to do more than they have done in the past. They all stood us in good stead during the first months of the 1925 crisis. I do think that given encouragement, and the guidance of the Forestry Department they could produce vegetables in larger quantities and at prices which would compete with imported commodities. The production of swine and cattle is a question which needs time to consider for development.

Transportation Charges.

The question of transportation by railway is one which also needs consideration. The present charges are much too high, and I think if we could get the railway to reduce costs of transport, it would be doing a good service to the Colony. The President replied that he would take up the question of official weights and measures in the markets. It had been brought up some time ago, and the police had made several arrests in connection with using scales or a system of weighting other than a recognised method.

EMBEZZLER SENTENCED.

UNABLE TO REIMBURSE.

A Chinese who had embezzled the sum of \$1,800 belonging to his employers the Tin Shing Steamship Co., was sentenced to two months' hard labour by Mr. R. E. Lindell at the Central Magistracy yesterday.

The defendant when first charged about a week ago, was given a week's time to get his father to reimburse the money to the complainants, but all the father could get together was about \$300.

In sentencing the defendant, the Magistrate told Mr. D. McCallum, counsel for the defence, that if the money were repaid, he would reconsider the sentence.

DUTCH SHIPS' GREETINGS.

DUTCH SKIPPER'S WRONG USE OF SILEN.

When Mr. J. Simons, master of the s.s. *Tripomad*, was before Lieut. Comdr. G. F. Hole, at the Marine Court yesterday for using his steam whistle for purposes other than navigation, he told the Court that it was customary for Dutch ships to greet each other in passing by three long blasts of the whistle. This would be answered by the other ship and then followed by dipping the flag.

Captain Simons also said that this form of greeting is done in every port and he was not aware that it was a violation of the regulations of Hong Kong Harbour. He was fined \$5.

CANTON'S FINANCE MINISTER.**UNEXPECTED RESIGNATION.**

GENERAL LI'S INVITATION TO CHIANG KAI SHEK.

COAL BY AIR?

[FROM OUR CHINESE CORRESPONDENT.]

A very puzzling and unexpected move in Canton politics is the resignation of Mr. Koo Ying Fun, the head of the Financial Department of the Canton Government. The news was contained in a brief *Wah Tat* telegram which gave no particulars. Mr. Koo, who holds the post of Finance Minister to the newly formed Nanking Government. No mention is made as to whether he continues to occupy that position, but of the two offices he was supposed to set considerably more store on that at Canton. Rumours are current with regard to the reason for his resignation, but so far Chinese circles in Hong Kong are entirely mystified. Mr. Koo has been mainly responsible for the drastic levy of \$10,000,000 on the merchants of Canton, largely with the object of helping the Central Bank during the recent "run" which it experienced. Mr. Koo's followers at the Finance Department have deserted their posts and this important Government department has, for the time being ceased to function. Mr. Koo has certainly succeeded in placing the Central Bank on its feet. Instead of crowds seeking to change the institution's currency for foreign money they are clamouring to get its notes, with which to pay their quotas. The Bank is now quite ready, according to its own printed statement, to exchange its notes for other forms of cash, but in contrast to a few days ago very little is being done in that direction.

General Li Tsai Hsin has telegraphed to Chiang Kai Shek earnestly requesting him to return to office. He describes the ex-Generalissimo as an indispensable man in forwarding the national revolution and the aims of Dr. Sun Yat Sen, especially now that the Northern Expedition is on the point of overthrowing the war lords of the North.

"Red" activity is still very pronounced in Canton, though mainly confined to spreading rumours and distributing pamphlets. The police are doing their best to stop this under-current of agitation and the Government has issued a denunciation of the Communists accusing them of engineering the run on the Central Bank with a view to running that institution, placing the Government and the Kuomintang party in grave financial difficulties and causing loss and ruin to thousands of depositors. The "Reds" on their side declare that the Canton Government, headed by General Li Tsai Hsin, is opposing the Hankow-Nanking reunion and plotting the return of Chiang Kai Shek as dictator. Their circular also recommends the merchants to resist the \$10,000,000 levy.

AERIAL COLLIERIES.

Coal by air seems a clumsy and wasteful expedient but the Air Department of the Canton Government is supposed to be arranging for a number of aeroplanes to act as aerial colliers between the native

WHY THE "LUNGSHAN" WAS FIRED UPON?**ALLEGED BREACH OF AMBIGUOUS REGULATION.****TWO OTHER VESSELS STOPPED.**

Further details were to hand yesterday of the firing upon the *Lungshan* by soldiers at Whampoa Forts on Monday night when the vessel was on her voyage back to Hong Kong.

It will be remembered that the *Lungshan* berthed here about three hours behind her scheduled time on Monday, and although her officers said that it was due to an extraordinary low tide, the news went round the wharf that the *Lungshan* had been fired upon and that one of the shots had hit an Indian guard in the ankle.

The facts as related to our representative yesterday by officers of other vessels returning to Hong Kong were that the *Lungshan*, *Charles Hardouin* and the *Kwong Tung* left Canton on Monday afternoon at about the same time. The *Lungshan* was leading and when near the Forts, the tide was very low and the three steamers had to drop anchor there.

At about 7 p.m. the tide rose a bit and the *Lungshan* weighed anchor and started. She was followed by the other two vessels. When passing Whampoa Forts, firing started the shots being directed at the *Lungshan*. She continued her course taking no heed of the shots and eventually arrived here at 12.45 a.m.

The *Charles Hardouin* and the *Kwong Tung* realizing that the Forts intended to stop vessels from passing at that time, again dropped anchor and remained there until yesterday afternoon.

The reason for the attack on the *Lungshan* was that she passed the Forts during prohibited hours. There is an ambiguous regulation prohibiting vessels from passing the Forts between the hours of 7 p.m. and 6 a.m. But, it is understood, that this regulation only applies to steamers entering from seawards, and that vessels who had obtained a clearance from Canton and ships on daily service would be allowed passage.

mines and Canton. The city must have coal, and at present it is getting it, as usual, from Japanese sources. The boycott of Japanese goods must, however, be continued and the aeroplanes are being called on to help Canton out of its impasse.

THE MILITARY SITUATION EASIER.

The military situation on the Kwangtung-Kiangsi border is slightly easier though the "Red" menace is by no means averted. Cantonese troops are surrounding a section of the "Red" army at Sukin, in Southern Kiangsi, and that place is expected to fall. General Li Tsai Hsin will, it is expected, appoint General Chien Te Chun to the South Kiangsi command, with control over the Eastern Kwangtung section. General Chien has launched several successful attacks on the "Reds" and the Canton Government evidently have full confidence in his ability to deal with the invaders.

Another division is being despatched from Canton under the command of General Chan Chai Tong to Waichow, a place of some strategic importance in Eastern Kwangtung. From there they will advance towards Hoyuen and Lung where they are expected to come in contact with the enemy. Yesterday General Chan was busy with final preparations at Canton and he has asked the police to enlist the necessary number of transport coolies.

"TRAFFIC COURT."**"LOOK BEFORE YOU LEAP." URGED.****THE OPINION OF AN OLD DRIVER.****COLLISION IN STUBBS ROAD.**

In prosecuting a Chinese driver of a public motor car at the Central Magistracy yesterday morning before Major C. Willson, M. C. P. Marcel, who is an owner-driver with 20 years' experience, said that stationary cars with no lights showing are a source of danger to other on-coming cars. This practice, he said, is not forbidden by the regulations, but in view of the experience he has had, he thought that it would be to the interests of all drivers that there should be such a regulation, compelling stationary cars to leave their lights on.

The above opinion was put forward in connection with a summons taken out against the driver of public car No. 312 for negligent driving.

According to the evidence of Mr. Marcel, at about 12.30 a.m. on August 23rd he was driving up Stubbs Road, and when approaching Magazine Gap, he saw the defendant's car ahead of him. It was stationary and no lights were showing. When Mr. Marcel was only a few yards away from the stationary car, he sounded his horn as an indication that he was going to pass it on the off side. Had the defendant remained where he was, Mr. Marcel would have had ample room to pass, but somehow or the other, the defendant switched on his lights and swerved to the off side and across Mr. Marcel's car.

To avoid a collision, Mr. Marcel ran his car against the wall but defendant's car struck one of the wheels of Mr. Marcel's car. The wheel was so damaged that it had to be changed. Witness said that it was possible that the defendant did not hear his horns, as a passenger was alighting from the defendant's car and saying goodbye to some one in it.

Replying to the Magistrate, witness said that the defendant should not have tried to swerve and should have remained where he was.

Major Willson: What, all night? No, he should not have moved until I had passed him.

The defendant said that the witness was just as much to be blamed for the collision as himself. He said that he did not hear the horn. He was moving his car more to the side of the road in order to make room for other on-coming cars.

Mr. Marcel told the Magistrate that before moving his car to either side of the road, the defendant should have looked behind to see if other vehicles were coming.

Although the witness understood that the defendant was quite within his right, according to local regulations, in putting out his lights, he (Mr. Marcel) asked the Magistrate's permission to make a statement about this practice, which he considered was very dangerous on much used roads. He said that including the present case, his car had been in two collisions with stationary cars with no lights showing.

Defendant told the Magistrate that before moving his car he had put out his hand to indicate his intention of doing so.

Remarking that being in charge of a car the defendant should have taken precautions to prevent the possibility of an accident, Major Willson fined the defendant \$15.

With regard to the matter of compensation for damage suffered by Mr. Marcel's car, the latter informed his Worship that he had communicated with the owner of the car driven by the defendant.

In this connection the defendant told the Magistrate that Mr. Marcel had put in a claim for \$150. As he (defendant) could say that only slight damage was done to Mr. Marcel's mud guard, he submitted that the claim was too high. He (defendant) could replace the mud guard for only \$30 or \$40.

The Magistrate told the defendant that that was a matter which did not concern him.

(Continued on next Column.)

KAI TAK MOTOR BUS COMPANY.**FAILURE TO FILE ALLOTMENT OF SHARES.****EXTENSION OF TIME GRANTED.**

At the Supreme Court yesterday morning, before the acting Chief Justice (Mr. Justice J. R. Wood) Mr. H. G. Sheldon applied on behalf of the Kai Tak Motor Bus Co., for an extension of time to permit the filing of an allotment of shares.

Mr. Sheldon explained that the Company was incorporated on November 13th, 1926, and proceeded to an allotment on November 26th, 3,880 shares being allotted. The then manager of the Company, resigned shortly afterwards and the newly appointed manager resigned in July of this year shortly before the bringing of an action in relation to an allotment of the Company's shares. It was, when the affairs of the Company were examined in regard to this action that the omission to file the returns of allotments was first discovered.

His Lordship asked if this action had been settled and, if not, would his action in granting the application have any bearing on the case. Counsel replied that the action had been settled, whereupon. His Lordship granted the extension for seven days.

ALLEGED ARMS SMUGGLING.**SCORCHED RICE AND REVOLVERS.**

Mr. W. Schofield and Major C. Willson heard a case at the Kowloon Magistracy yesterday afternoon in which a cook of the s.s. *Athos II.* was summoned for being in unlawful possession of six revolvers and six hundred rounds of ammunition. Mr. Leo d'Almada, who represented defendant, entered a plea of not guilty.

A watchman on board gave evidence that at 11 a.m. on August 28th he was on duty on the stern of the steamer when he noticed two coolies coming up the companion way each carrying a bag on his shoulders. Eight bags in all were brought to the deck from the crew's quarters. He grew suspicious and searched the bags. In the second bag he found six revolvers and when he was searching the third bag he saw the defendant, who was in charge of the coolies, sneaking away. Defendant was then detained. All the bags contained scorched rice and the six revolvers and six hundred rounds of ammunition were hidden in the rice.

A Chinese detective, who made the arrest, gave corroborative evidence.

The case was adjourned to next Tuesday.

SHARP BEND AT 25 M.P.H.

Dr. Wong Sik To, the owner and driver of car No. 498, was summoned at the same Court for reckless driving, on the Repulse Bay new road. The case had been adjourned on account of defendant's absence from the Colony.

Dr. Wong declared he could not recall the incident, and his Worship, reading from the evidence of the complainant, Comdr. Sebastian, R.N., which was given at the last hearing, stated that it was alleged that on August 7th, on the Repulse Bay new road, defendant was driving in a negligent, reckless and dangerous manner. Comdr. Sebastian was returning to town, proceeding up the slope from Repulse Bay, when at a sharp right-hand corner he encountered defendant, who passed him at a speed of 25 miles an hour. The bend was a very acute one and a man driving a car could not see more than five yards ahead of him. As defendant's car passed, the naval officer looked round and noted his number, and reported the case to the police.

Defendant, who now said that he remembered the incident, which was on a Sunday, pointed out that he could not have passed such a sharp corner at the speed alleged by the naval officer. He had had 15 years' experience of driving. His Worship imposed a fine of \$10.

"A SLAVE OF FASHION."**FILM WITH AN ORIGINAL TWIST AT THE QUEEN'S.****BROADWAY FOLLIES GOOD AS EVER.**

[BY OUR FILM CRITIC.]

Metro Goldwin can generally be relied on to give us films which have a certain freshness of outlook, and "A Slave of Fashion" is one of those. Norma Shearer takes the part of the heroine who seizes an opportunity to occupy the flat of a wealthy bachelor during his six months absence in Paris, by impersonating an old flame of his who, in the opening scene is killed in a railway accident. For several months she enjoys security and luxury running up large accounts for clothes and pleasures, and then her parents arrive on a visit. To explain the situation she tells them that she is married to the owner of the flat. This gentleman is not a little surprised when he arrives unannounced and finds a wife and in-laws installed there. It is a decidedly piquant situation which has been treated with admirable restraint, and the happy ending although a little obvious is quite convincing—for the stage.

Norma Shearer is a very clever actress and good to look upon and she here plays a difficult rôle with charm and dignity. That might perhaps be said to be the keynote of the play; it is charmingly light and quite free of vulgarity. Lew Cody as the bachelor and Mary Carr, as his "mother-in-law," both play simply and naturally, the latter especially is to be praised for omitting the usual dear-old-mother conventions and being just a pleasant woman in the fifties.

You will like "A Slave of Fashion" it is not an epoch making film but it is quietly amusing and a very pleasing entertainment.

Tango, Singing, and an Apache Dance.

That "The Broadway Follies" are staying till the end of the week, is good news for the many who have enjoyed their performances. We were glad that the fans were turned off to allow us to enjoy Mr. Bellotti's voice to the full yesterday and the earlier song by Miss Marsich. The most interesting dances were the Mexican Tango and a version of the apache dance which was at one time so popular. With the brutality replaced by humor and graceful movements, this form of dancing can be very enjoyable to watch and the "Warsaw Polka" was as good as the other ballets given by this company.

MR. H. W. RAY.**NOW AT SHANGHAI.****INTRODUCING HONG KONG FEATURES.**

Mr. H. W. Ray, Managing Director of Hong Kong Amusements, Limited, has arrived in Shanghai, and for the next two months at least will be in charge of the Carlton Theatre cinema. Mr. Ray proposes to introduce a number of innovations which have been successful at Hong Kong where all European theatres are under the control of the organisation which he represents.

Not the least of these innovations is to provide at the Carlton Theatre with a continuous performance house. The screening of pictures will begin at 3 of an afternoon, continue without interruption up to 9 of the evening and after an intermission of a half-hour for the purpose of cleaning and airing the theatre, be repeated from 8.30 onward. Mr. Ray further hopes to offer the public occasional features without prior announcement an innovation which proved most popular at Hong Kong, where the cinema-goers unexpectedly listened to a band from one of the ships that was to be in port, or were entertained, if only for ten minutes, by some noted artist who was passing through.

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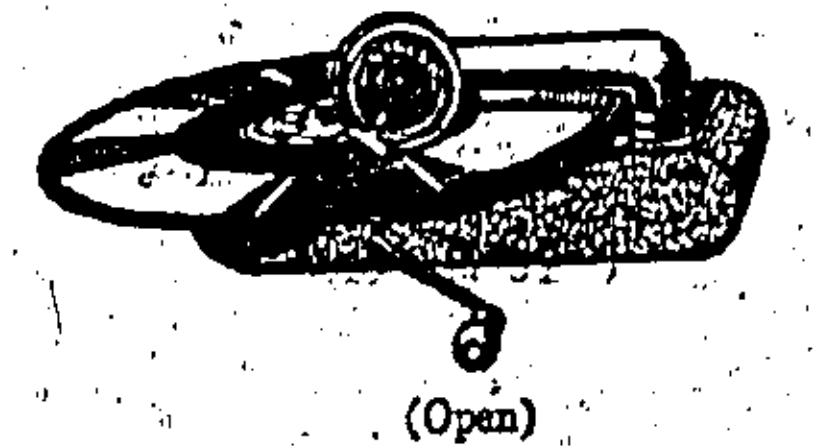
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THE BOOKSHOP. CHATER ROAD.

Robert and Lady Ho Tung among the passengers on the *Maru* which left for San Francisco yesterday.

U.S. Hermes is leaving Hong Kong this morning at 3 o'clock proceeding to England, and return to be permanently attached to the China Station.

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recent work in medical research carried out in India by all of medical men, official and

SOUTHERNERS TO TAKE THE OFFENSIVE.

CROSSING OF YANGTZE CONTEMPLATED.

FOUR NORTHERN GENERALS EXECUTED IN NANKING.

SHANGHAI MERCHANTS AND CANTON'S \$10,000,000 LEVY.

Naval wireless messages, from various quarters, indicate that the tide has turned again strongly in favour of the Southerners. Many prisoners are reported to have arrived at Nanking, where four of the Northern Divisional Generals were executed yesterday, and the crossing of the Yangtze is contemplated with a strong offensive movement to follow.

The Chinese General Chamber of Commerce of Shanghai, alarmed by the Canton Government's recent high-handed action compelling the exchange-dealers to pay \$10,000,000 for military purposes, have petitioned the Kuomintang of Nanking expressing the hope that no such action will again take place in any other part of China within the jurisdiction of the Kuomintang.

WUHU FALLS.

H.M.S. "COCKCHAFFER" RETURNS FIRE.

WUHU, Sept. 6th.
Wuhu has fallen, H.M.S. Cockchafer, and its convoy were fired at below Wuhu to-day. The fire was returned.

NANKING, Sept. 6th.
The Southern victory is confirmed and a large number of Northern prisoners have arrived in the City. Fukow has apparently been evacuated by the Northerners.

The Southern crossing of the river above and below Nanking is contemplated and reports indicate that the Southerners will take the offensive in the near future.

Four Northern Divisional Generals were executed in the city yesterday. Chinese are returning to Nanking and there were demonstrations in favour of Chiang Kai Shek.

CHINKIANG, Sept. 6th.
The Northerners have suffered reverses below Chinkiang. They have withdrawn from the north bank of the river and Sun Chuan Fang is reported to be concentrating at Tangchow. The Southerners are said to be making arrangements to cross the river at Kwachow.

Other Yangtze ports have nothing to report.

GENERAL SUN GOING TO TSINAN.

(Wah Ts Yat Pao.)

SHANGHAI, Sept. 6th.
Sun Chuan Fang has proceeded to Hsuehchow whence he will go to Tsinan, capital of Shantung, for the purpose of consulting with General Chang Tsung Chang concerning the allied defence along the Tientsin-Pukow Railway.

SHANGHAI-NANKING RAILWAY.

(Wah Ts Yat Pao.)

SHANGHAI, Sept. 6th.
The Shanghai-Nanking Railway (Nanking-Chinkiang section) which during the war was seriously damaged by the Northerners, has been repaired and traffic will be immediately resumed.

MASS MEETING AT NANKING.

(Wah Ts Yat Pao.)

SHANGHAI, Sept. 6th.
In Nanking a mass meeting was held to celebrate the Southern victory over Sun Chuan Fang. On the same occasion popular support was also shown for the recall of Marshal Chiang Kai Shek and the five committee members of the Central Government (Nanking).

A series of meetings held of late between Tan Yen Kai and Sun Fo (Hankow) and C. C. Wu, Tsi Yuan Pui and Li Shek Cheng (Nanking) have resulted in some progress towards the amalgamation of the two factions in the Kuomintang. Sun Fo and Tan Yen Kai will leave Shanghai for Nanking to-morrow.

General Tan Yen Kai and Sun Fo expressed their views with regard to the problem of the reunification of the Kuomintang. The foremost problem to be settled is military. In view of the fact that practically all the military leaders of Nanking and Hankow have jointly signed a circular telegram pledging their allegiance to the Nationalist Government, the Northern campaign will be resumed immediately.

SHANGHAI MERCHANTS ALARMED.

(Wah Ts Yat Pao.)

SHANGHAI, Sept. 6th.
The Chinese General Chamber of Commerce and other commercial bodies have jointly petitioned the Nanking Government leaders, including Dr. Wang Chung Hui and General Pei Chung Hsi, to the effect that the Canton Government's high-handed action in forcing the exchange merchants to contribute \$10,000,000 to the Government has caused considerable alarm among commercial circles throughout the territory under the jurisdiction of the Kuomintang. Although the Canton Government has released the six committee members of the Canton General Chamber of Commerce and permitted all money exchanges to resume normal business, the merchant classes would still consider their position to be extremely precarious if the Central Government did not give a definite guarantee to prevent the Canton Government from repeating such an action.

FENG'S HONAN TROOPS.

[THROUGH REUTER'S AGENCY.]

PEKING, Sept. 6th.
According to foreign reports Feng Yu Hsiang's troops are withdrawing from Eastern Honan towards Loyang.

[THROUGH REUTER'S AGENCY.]

Southerners' Capture Pengpu.
SHANGHAI, Sept. 6th.
The Military Council at Nanking states that General Ho Chien reports the capture of Pengpu, on September 3rd.

The China Courier states that the Nationalists recaptured Yangchow yesterday afternoon, while General Li Tsung Jen has occupied the Mingwan-Tsinpu line.

Heavy Southern Casualties.
Speaking in the Bureau of Foreign Affairs on Sunday, Ho Ying Chien declared, concerning the battle of Lungtan in the vicinity of Nanking, that the First Army had lost 3,000 to 4,000 men, and the Seventh Army 3,000. He placed the enemy casualties at 10,000.

Northerners Still at Pukow.
SHANGHAI, Sept. 6th.
Reliable foreign reports from the Yangtze state that the Northerners were still at Pukow yesterday, and also discredit the report that the Southerners have occupied Yangchow.

While it is impossible to obtain reliable information from Anhui, it is considered possible that the Wuhan advance from Anking towards Pengpu has reached Chengyangkwan.

[NAVAL WIRELESS.]

Kiangnan Arsenal Bombed.
SHANGHAI, Sept. 6th.
A Northern aeroplane flew over the Kiangnan Arsenal on Saturday and dropped three bombs in the vicinity. No material damage was done.

Firing On Foreign Vessels.

There has been an outbreak of rifle and machine gun fire from the south bank of the river on a convoy, the vessel being fired on two miles above Morton Point. The fire was returned by the convoy gunboat.

WORLD FLIERS' PROGRESS.

ARRIVAL AT CALCUTTA.

[THROUGH REUTER'S AGENCY.]

ALLAHABAD, September 5th.
The round-the-world fliers have arrived here in their aeroplane the *Pride of Detroit*.

Arrives at Calcutta.

CALCUTTA, September 6th.

The *Pride of Detroit* has arrived. [This is the aeroplane whose two pilots have been offered \$25,000 to fly from Hong Kong to Dallas, Texas, U.S.A.]

THE 4,600-MILE FLIGHT.

THE LAST HEARD OF REDFERN.

[REUTER'S AMERICAN SERVICE.]

NEW ORLEANS, September 6th.
The Norwegian steamer *Christiansky* has established the fact that Redfern was within 155 miles off the coast of Venezuela on August 28th. He circled the ship, asking the officers to point the direction to the nearest land.

The following telegrams refer to the beginning of Redfern's attempt:—

BRUNSWICK, Georgia, Aug. 25th.
Flying in a Stinson-Detroit monoplane, the *Port of Brunswick*, the aviator Paul Redfern started from the beach at Glynn Isle on a 4,600-mile non-stop flight to Brazil.

LATER.

Redfern's objective is Rio de Janeiro, but he hopes at least to reach Pernambuco, whereby he will try for the long distance and endurance record.

BRITISH ATLANTIC FLIGHTS.

TWO ATTEMPTS HELD UP BY WEATHER.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 6th.
A message from Couranna states that Captain Courtney has postponed the resumption of his Atlantic flight, until to-morrow, owing to thick fog prevailing.

To Start From Ireland.

Captain Macintosh and Captain Joynton Warbler (1), who is a relative of Sir William Joynton-Hicks, the Home Secretary, were to-day to attempt a flight across the Atlantic, starting from Baldonnell aerodrome, in Ireland. Unsatisfactory weather, however, prevented a start.

CHIANG KAI SHEK IN SECLUSION.

MOVES FROM NATIVE TOWN TO HILLS NEAR BY.

Chiang Kai Shek, retired leader of the Nanking Nationalist Army, is not on route to Paris, as was reported from Hong Kong, states the *Shanghai Times*, but has removed from his native village, Fenghua, near Ningpo, to a quiet spot in the hills, according to a *Kuo Wen* despatch.

It is stated that the former Generalissimo of the Nationalists is in seclusion and persistently refuses to talk politics or to receive callers. He is reported to be surrounded by 50 armed bodyguards, who are in charge of Li Sun Piao, a relative.

TORNADO IN ALABAMA.

DAMAGE TO PROPERTY AND CROPS.

[REUTER'S AMERICAN SERVICE.]

MOBILE, Alabama, Sept. 6th.
Considerable damage to property and crops has been caused by a tornado which swept the town of Wilmer.

There were no deaths.

BOMB EXPLODES IN BROOKLYN.

AN "UNDUE CELEBRATION"

[REUTER'S AMERICAN SERVICE.]

NEW YORK, September 6th.
Brooklyn was badly scared early this morning by a bomb explosion in an alley between the Supreme Court building and the Hall of Records, in the centre of the city.

The district was filled with smoke, and hundreds of windows were shattered. Nobody, however, was seriously injured.

The police are inclined to attribute the explosion to an undue celebration of Labour Day by radicals.

NON-AGGRESSION PACTS.

POLAND AND RUSSIA NEGOTIATE.

[THROUGH REUTER'S AGENCY.]

GENEVA, September 6th.
M. Sokal, head of the Polish delegation to the League of Nations, interviewed by Reuter, said that the delegation intended to bring up the general question of security in the course of a few days.

The delegation felt that at present there was a certain malaise in Europe, which could be removed by means of the conclusion of non-aggression pacts, and negotiations for an agreement of this kind were at present satisfactorily proceeding between Poland and Russia.

NOTED FRENCH AIRMAN ASSAULTED.

[THROUGH REUTER'S AGENCY.]

LE BOURG, September 6th.
Givon, the chief pilot of the aeroplane *Bluebird*, which set out on a flight to New York but turned back owing to fog, was the victim of a remarkable attack last night, after leaving the aerodrome here. Several men stopped his motor-car and abused him, charging him with cowardice. A quarrel ensued, and Givon was severely man-handled, and is now confined to bed.

NEW YORK SOCIETY WEDDING.

TAKES PLACE IN PARIS.

[THROUGH REUTER'S AGENCY.]

PARIS, September 6th.
Mr. W. K. Vanderbilt has been married here to Mrs. Rosamund Warburton.

OBITUARY.

CINEMA MAGNATE.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Sept. 6th.
The death is announced of Mr. Marcus Loew, cinema magnate.

Tingia Deaths.

BATTLE CREEK, Michigan, Sept. 6th.
The death is announced of the Prohibition leader, Mr. Wayne Wheeler.

Mr. Wheeler's wife was burned to death at Michigan last week, and her father dropped dead with shock on seeing her in flames.

BRITISH INDUSTRIES NEXT FAIR.

PROVING VERY POPULAR.

[REUTER'S AMERICAN SERVICE.]

RUGBY, September 5th.
According to the latest figures, the space taken for the London section of next February's British Industries Fair is now 9,000 square feet more than it was this year.

With several months still to go, the combined space booked at London and Birmingham is already only a few thousand feet short of the record for 1921, which was a boom year.

ADMIRAL MADDEN TAKES OVER.

POWERS OF THE FIRST SEA LORD.

NO CHANGE OF POLICY LIKELY.

It is only natural that a good deal of interested speculation should be going on within the service just now as to "what will happen" now that Admiral of the Fleet Sir Charles Madden has assumed office as First Sea Lord. That the personality and the views of a First Sea Lord may strongly impress themselves on the whole naval policy of the State is, of course, well known. The most striking example in our time was in the case of the late Lord Fisher, whose "dynamic force" was responsible for an extraordinary crop of "reforms," many of them excellent, some of them so unsuccessful that they had to be gradually undone. Under Earl Beatty the Admiralty has pursued a pretty even tenor of progressive policy. The Navy is sorry that he is going. To be sure, certain measures which have challenged criticism have been introduced during his long term at Whitehall, but we believe it is true to say that these have been relatively fewer in number than under any First Sea Lord for a long period past. The most conspicuous of them was the ill-advised Fleet Order regularizing the status of the officers (E.) by the simple process of depriving them of it.

Naturally, all surmise as to what may prove the policy of the new First Sea Lord must be entirely conjectural. The career of this distinguished officer afloat is a matter of general knowledge. No man reaches the very highest rung in his profession, particularly when definite stages of advancement are the result of selection, save by ability. But a great strategist or tactician need not necessarily be a great administrator. Indeed, it is somewhat rare for the two qualities to be combined in high degree, possibly because they are so divergent in character.

For our own part we venture to believe that Sir Charles Madden will "carry on" so far in continuity of the lines followed by his predecessor as to, at any rate, avoid dislocation. He comes to the office rather late, and unless all precedent is broken and he remains on after the retiring age he can only hold it for two years. He is commonly believed to belong to the "Jellicoe school," rather than the "Beatty school," but the truth is that the sort of naval politics which have largely been invented by the controversialists find no place in naval administration. That his guiding principle will be "the good of the service" we may take for granted, but this is a doctrine which leaves rather wide scope for interpretation.—*Naval and Military Record.*

A FATHER'S VENGEANCE.

FIVE NUNS SHOT DEAD.

GIBRALTAR.

A terrible story of a distracted father's vengeance is reported in the Spanish newspaper *El Sol*. According to the newspaper, a man assaulted a nun in a Madrid convent and the assault was witnessed by a girl pupil. She was warned to keep silent, but eventually she divulged the affair to some of her companions and also to her parents. When she returned to the convent from home she was locked in a room, maimed, and ill-treated. The father, hearing no news from her, became anxious and went to the convent and inquired. He was told his daughter was not there. Thereupon he went to the police and was advised to have a search made of the convent. This was done and the girl was found, but such was her plight that the distracted father lost his reason and began firing wildly with a revolver, killing five nuns and wounding two more.

Owing to the strict censorship on Spanish newspapers no further details are available.—*Reuter.*

CONGRESS OF TRADE UNIONS.

RUSSIANS REFUSED VISAS.

SEND ABUSIVE TELEGRAM.

[THROUGH REUTER'S AGENCY.]

LONDON, September 5th.
At the Trade Union Congress which has opened at Edinburgh, delegates are present from the United States, Canada, Mexico, India, the Amsterdam International, and the Co-Operative Union.

M. Tomskey and a colleague were to have been present, representing the Central Council of Russian Trade Unions, but the British authorities refused them visas.

A message has been telegraphed by the Russians severely criticising the British trade union leaders, and condemning the "betrayal of the general strike and the miners."

An acrimonious debate on Russian relations is anticipated.

[BRITISH WIRELESS SERVICE.]

"Agn The Government."

RUGBY, September 5th.
Mr. George Hicks, chairman of the Trade Union Congress, delivered the presidential address at the annual meeting of the Congress at Edinburgh.

He denounced the Government's recent trade union legislation, and spoke of the necessity of the trade unions demonstrating their still greater solidarity, and preparing to exercise a still greater power.

Replying to the Premier's recent appeal for Trade Union Congress support of the movement for peace in industry, Mr. Hicks urged that fuller use should be made of machinery for consultation between the employers and the employed. He said a direct exchange of practical views between representatives of the great organisations who have responsibility for the conduct of industry, and know its problems first-hand, would be of far greater benefit than a national conference under Government or other auspices, to discuss vague aspirations to aid in industrial peace. A discussion on these lines would bring both sides face to face with the realities of the greatest economical situation, and might yield useful results in showing how far, and upon what terms, co-operation is possible for a common endeavour to improve the efficiency of industry, and to raise the workers' standard of life.

It was announced that arrangements had been made to discuss, to-morrow, an emergency resolution in reply to the Premier's appeal. The tenor of the proposed resolution was not revealed.

COLOUR PROBLEM IN SOUTH AFRICA.

TWO RECENT INCIDENTS.

THE INTER-MARRIAGE QUESTION.

The acuteness of the colour problem in South Africa has been strikingly illustrated recently by two incidents.

In the first case Mr. Gillett, an Alkali North attorney, has been compelled to resign his position of secretary of the local agricultural society because he undertook the defence of a native charged with assaulting a white woman. The president of the society, interviewed, said the "black peril" was one on which farmers felt much more than townpeople. There was always a lurking fear, born of the necessity of frequently leaving wives and children unprotected on the farms. He was, therefore, not surprised at the outburst of feeling which the case had aroused. When that delicate spot was touched upon farmers were liable to be carried away by their feelings, and other considerations be obscured.

The indignation of farmers' wives in this instance has much to do with the agitation. They were not so unjust as to wish a native accused to go undefended, and knew that, in the last resort, defence would be provided at the instance of the court, but that their paid secretary should be the attorney to appear for the defence in a quarrel they regarded as so intimate had been too much for many of them. Whether that attitude was right or wrong, he was convinced that the resignation of the secretary had become necessary if they were not to lose half their farmer members.

A Matter Of Self-Respect.

Mr. Gillett, in reply, said that he could not have kept his self-respect if he had abandoned the case once he had taken it up, when members of the society almost literally held a pistol at his head. He had undertaken the defence in the ordinary way, for though he

LEAGUE ASSEMBLY.

APPOINTMENT OF COMMITTEES.

[THROUGH REUTER'S AGENCY.]

GENEVA, September 5th.
The Assembly of the League of Nations has elected the following chairman of committees:

Mr. Adachi (Japan) to the committee of juridical questions, Senator Dandurand (Canada) to the committee of technical organisations, M. Bones (Czechoslovakia) to the committee of disarmament.

Non-Participation.

The following countries have not accredited delegations present at the current session of the League Assembly:

The Argentine, Bolivia, Brazil, Honduras, Peru, and Spain.

PREVIOUS DISARMAMENT DEMANDS.

FOLLOWING WATERLOO.

PEACE TIME SERVICES THEN INEFFICIENT.

There is a very general impression that the current demand for a great reduction in armaments is quite new in history and that it is symptomatic of the very enlightened stage which humanity has now reached. In point of fact, this is quite a fallacy. Admittedly the idea of limitation of naval strength by international agreement is new, and the Washington Conference was an event without precedent. But domestic clamour for relief from the burden of armaments is probably as old as organized warfare itself.

In the years following upon Waterloo it became very insistent. During the reign of our Sailor King (William IV.) the Navy sank into a serious state of inefficiency and inefficiency chiefly as the result of concession to the demand for economy, whilst the Army lapsed into that very picturesque but quite ineffective condition so vividly portrayed by Charles Lever. The newspapers of the early Victorian era abound with sensational disclosures of our unpreparedness, but it was not until the Crimean War broke out that the nation realized the full extent of the dry rot which had been so long going on in the fighting services.

The history of the past century is one of a balancing of periods. We have had phases of dangerous economy and phases of almost feverish activity, sometimes prompted by a very real menace, sometimes (as in the case of the Naval Defence Act of 1889) by a sudden state of panic without any real tangible cause. Nor is there any reason to suppose that history will not continue to repeat itself. One fundamental fact must always remain with us. We live by the sea, and, in the event of the freedom of the sea being denied to us, seven weeks would see us on the verge of starvation. We do not realize this just now, because it seems so extremely improbable that any country or countries will attempt to deny us the freedom of the sea. But time brings its inevitable changes. By and by, even although with no definite reason, it may not seem so extremely improbable that our right to live by the sea will remain for ever unchallenged. Then may we expect an outcry upon the state of the Navy. This is not jingoism, but periodicity in national temperament. It is just a question of alternating phases, and those who imagine that we are living in quite a new era of fraternity with all men merely show a lack of knowledge of history.

had every sympathy with the complainants there were none of the reasons present which would induce a professional man to refuse the case. He could not attempt to explain the outburst.

Another peculiar example of the colour problem occurred in Pretoria, where the magistrate was called upon to answer the question "Is inter-marriage between black and white in the Transvaal definitely prohibited by laws?" He answered the question in the negative. A native was charged with having written a letter to a young European typist proposing marriage. The magistrate observed that there were marriage laws for Europeans as well as marriage laws for coloured persons. The only hindrance seemed to be the lack of marriage officers to perform such an inter-marriage, and also public opinion. In view of this he could not find the writing of the letter was a criminal act. If it was, then legally any proposal of marriage made by an unwelcome party might constitute a criminal act. The letter was impudent, but in view of the facts he would have to discharge the native.—*Manchester Guardian.*

WHIPPETS.

Orders can now be booked for any of the following models arriving on September 19th.

Model 96, Coach G \$1,000.
" 96, Roadster ... G \$975
" 96, Tourer G \$900

The Best Motor Values To-day.

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HONG KONG. KOWLOON

THE HONG KONG DAILY PRESS, WEDNESDAY, SEPTEMBER 7th, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motor Notes—Be a Better Motorist—Small Saloon Drawbacks—New Clyno Effort—Sleeve Valve Engines—
The Bean Lorry—Longest Auto Test held in Italy—Fools on the Road.

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The remarkable silence, smoothness and power of the double sleeve valve 6 Cylinder engine is a revelation.
No decarbonising, or valve grinding
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GIANT PNEUMATIC TYRES

Satisfied users continue to write us regarding the outstanding performances of Dunlop Giant Pneumatic tyres.

12th May, 1927.

Dear Sirs,
We think you will be interested in our experience with a set of seven 35 x 6 S/S Dunlop Tyres put into service on a new 24-seater Albion Bus twelve months ago. The total mileage up to last night covered by the vehicle was 53,116. Of the original seven tyres, three are still in use, although they have not all been running the whole of the time.

The average distance covered is over 40,000 miles per cover, and, at three of the covers are still running, we are expecting an average mileage of between 44,000 and 45,000 miles per cover.

These results are very similar to our experience with your tyres on other buses.

Yours faithfully,
For THE LEICESTER & DISTRICT BUS COMPANY,
(Signed) F. H. GERRARD.

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MOTOR NOTES.

THE PRINCE OF WALES
ORDERS A MORRIS.

H.R.H. the Prince of Wales recently honoured Messrs. Morris Motors (1928), Ltd., with a visit to their works at Cowley, Oxford. His Royal Highness was keenly interested in the firm's special production methods and has ordered a standard Morris-Oxford Coupe, which he intends to drive himself.

A SINGER "JUNIOR" IN
SPAIN.

Reports have recently come to hand of a remarkable performance by a Singer "Junior" in a hill climb near Barcelona. This little car comes into the 1,100 c.c. class, in which it gained first prize, actually putting up a better performance than many of the cars entered in a larger class. By so doing it made a very auspicious first appearance in competition work in Spain, despite the fact that at the time when the climb was made the functioning of one cylinder was affected by reason of a loose valve tappet.

THE 10-25 H.P. ROVER.

The Rover Company has recently altered the title of their well-known 9/30 h.p. model ("The Nippy Nine") to 10/25 h.p., in view of the fact that the bore of the four-cylinder overhead-valve engine has been increased from 63 mm. to 63 mm.

This increase has raised the Treasury rating from 8.9 h.p. to 9.8 h.p., and the capacity of the engine from 1,074 c.c. to 1,185 c.c.

Rover Cars with the 63 mm. bore engine have been in service for some time past, and the most favourable reports of them have been received.

The additional engine power has greatly improved acceleration and top-gear hill-climbing, without, however, affecting the marked economy of running that has always been such a feature of the 9/20 h.p. Rover. Forty miles per gallon is a regular petrol consumption, even with saloon models.

GROWTH OF THE A.A.

The Automobile Association, at the monthly meeting of the Executive Committee held in June of this year, elected 10,880 new members.

WORLD'S GREATEST MOTOR-
ING ACHIEVEMENT.

Since Major Segrave made his wonderful performance on the Sunbeam car there have been innumerable requests for a printed description of the famous car and the events attending the record run. The Sunbeam Motor Car Co., Ltd., have now prepared a special booklet dealing with the history of the car and the record, when the Sunbeam attained a speed of over 207 m.p.h. on one of the runs and set up new world's record figures for the mile of 203.7928 m.p.h. Copies of this book can be obtained free on request from the Sunbeam Company's head offices at Wolverhampton, or from the Export Department, 12, Princes Street, Hanover Square, London, W.1.

NEW CLYNO EFFORT.

COMPLETION OF ANOTHER
LARGE FACTORY.

INCREASING DEMAND FROM
OVERSEAS.

The enormous new factory of the Clyno Engineering Co. at Wolverhampton has just been completed and is now in full swing. There is little doubt that it will have to work to full capacity in order to satisfy the demand for Clyno cars which has rapidly developed in all overseas countries. Messrs. Rootes, Ltd., of Devonshire House, Piccadilly, London, W.1, are the sole world exporters of these vehicles. In Hong Kong, Messrs. Lane, Crawford, Ltd., are the agents. An interesting feature of the new factory is a working track, which is claimed to be the most modern (Continued on next Column.)

BE A BETTER MOTORIST.

HOW TO IMPROVE YOUR
DRIVING.

INCIDENTS ON THE ROAD.

VALUE OF A LITTLE MENTAL
ANALYSIS.

One of the finest methods which the motorist has for improving the standard of his driving is the mental analysis of incidents which take place during a drive.

Take, for instance, a drive from London to Scotland. At the end of the day's journey, having watched the car washed, polished, replenished with water, oil, petrol, and having attended to any little adjustments that may be necessary in preparation for the next day, the motorist will doubtless seek a hearty dinner, followed by a final smoke and a drink before turning in.

After dinner, and during this pleasant, sleepy hour before bedtime, the conversation frequently turns on the day's experiences, and the discussion which ensues, if directed into the right channel, is of the greatest service to the driver.

Narrow "shaves" are a subject in the debate. "I thought we were for it when that lunatic on a bicycle shot out of the aerodrome gate just short of Osterick."

"Yes, there was not much room to spare! I rather stupidly put my brakes on too hard in the excitement of the moment, and I was not sure for a second whether I could keep straight when the car began to skid."

"I know, old chap! It only shows how carefully one should brake on a grassy road."

"Of course, the sportsman on the bicycle will catch it fair and square one of these days if he does not look out what he is doing."

Many conversations similar to the above take place every day of the week in inns and hotels all over the country. Some motorists profit by them. Others dismiss the incidents discussed almost at once from their minds with the thought that they were lucky to get out of them.

If every driver, keen to improve his driving, would think over sometimes the experiences which he has had, and the various object lessons he has been afforded during a drive, it would be found an invaluable benefit.

It is by this sort of retrospective examination that one is able to decide whether one is driving as well as one usually does, or whether one has dropped a little below one's usual form.

The majority of drivers, men and women, have their "off" days in motoring as in other things. One has an "off" day at golf; one "slices" all the morning, in the afternoon one goes out determined to do better, and the same thing happens again, and not by any chance does one drive a "good ball" that day.

This phenomenon applies equally to driving a motor-car, and a driver will quickly realise whether it is an "off" day for him or not. If it is an "off" day he should be very careful to drive more attentively than he usually does, because his judgment will scarcely be as good as it generally is. The *EARL OF CORTENHAM* in *Daily Express*.

thing of its kind in the world. It is hardly necessary to say that in other respects the new factory—which is in every way a credit to the new spirit of British Motor Manufacturing enterprise—is extremely "up to date."

Mr. W. E. Rootes, who has recently returned home after completing a tour round the world, undertaken with a view to ascertaining in various countries the particular conditions which have to be met by the British cars, namely, Rolls-Royce, Daimler, Sunbeam, Hillman and Clyno, in the export of which he is interested. As a result of his investigations, Mr. Rootes is convinced that the future of the British car, not only in British territory, but also in foreign countries, is brighter than ever, particularly since the more enterprising car manufacturers in England are applying themselves firstly to improving their cars in respect of their fitness for Overseas use, and—what is scarcely less important—reducing their cost so as to enable them to compete on level terms with competitive vehicles.

THE NEW BEAN LORRY.

CHINA AMONG THE
PURCHASERS.

[FROM A LONDON CORRESPONDENT.]

China is among twelve countries to place immediate orders for the new 30 cwt. Bean commercial vehicle which was sponsored by Sir Robert Hadfield at Tipton, England, in June, in a speech in which he vigorously defended the British manufacturer against accusation of neglect of overseas markets.

Overseas purchasers, of course, have not yet seen the chassis, which is of entirely new design, but are relying on experience of the old 25 cwt. Bean lorry, coupled no doubt with confidence in the name of Hadfield, the Sheffield steel firm, which now controls Bean Cars, Ltd.

LONGEST AUTO TEST HELD
IN ITALY.

FIAT SUCCESSFUL.

The longest and probably the most severe endurance test in the world, has just been held in Italy over a distance of 2,305 miles, for the Agnelli Cup. Offered by Senator Agnelli, chairman of the board of directors of the Fiat Company, this competition was open only to standard cars picked out of stock by a jury appointed by the Automobile Club of Turin. All essential parts were sealed and the competitors had to make a complete round of Italy, starting from Turin and passing through Trieste, Trieste, Bologna, Pescara, Foggia, Lecce, Naples, Rome, Florence, Genoa, with return to Turin.

The cup was won outright by one of the smallest cars in the event, a Fiat 509 driven by Messrs. Ambrosini and Menchetti, their total time being 88 hours 20 minutes. Allowance was made only for such stops as were indispensable for taking supplies for the machine and food for the crew. The winning Fiat, it is interesting to note, has a piston displacement of only 890 cc. During the journey of 2,305 miles, the cars had to pass through 27 official checking stations, many of which were secret, and all of which were under the control of the Automobile Club of Italy. (Continued on page 9.)



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Lorry complete with Cab and drop sides ...	255
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De Luxe Van complete with Cab ...	275
1 TON MORRIS 13.9 H.P. 10' 2" W.B.	
Chassis completely equipped with 33 x 5 tyres ...	£235
Lorry complete with Cab and drop sides ...	295
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De Luxe Van complete with Cab ...	350
Bakers Van complete with Cab ...	370
Furniture Van complete with Cab ...	370
Ambulance Type A complete ...	430
Fever Van complete ...	450
Colonial Ambulance complete ...	485
Charabanc for 14 passengers ...	510
Hotel Bus Type T1 ...	515
Bus De Luxe ...	570
Special Saloon Bus Type D3 ...	575
25 C.W.T. MORRIS 15.9 H.P. 10' 2" W.B.	
Chassis Z. 1 complete with 33 x 5 tyres ...	£290
Chassis Z. 2 complete with 33 x 5 tyres & F.W.B. ...	320
Type Z. 1 Standard Lorry complete with Cab ...	350
Type Z. 1 Standard Van complete with Cab ...	355
Type Z. 1 De Luxe Van complete with Cab ...	400
Type Z. 1 Charabanc for 14 passengers ...	550
30 C.W.T. MORRIS 15.9 H.P. 10' 2" W.B.	
Chassis Z. 3 complete with 32 x 6 tyres ...	£320
Chassis Z. 4 complete with 32 x 6 tyres & F.W.B. ...	350
Type Z. 3 Standard Lorry complete with Cab ...	385
Type Z. 3 Standard Van complete with Cab ...	415
Type Z. 3 De Luxe Van complete with Cab ...	430
Type Z. 4 Standard Lorry complete with Cab ...	415
30 C.W.T. MORRIS 15.9 H.P. 11' 6" W.B.	
Chassis Z. 5 with 32 x 4 1/2" tyres, dual rear, F.W.B. ...	£320
Chassis Z. 6 complete with 32 x 4 1/2" tyres & F.W.B. ...	355
Type Z. 5 Standard Lorry complete with Cab ...	390
Type Z. 6 Standard Lorry complete with Cab ...	420
Type Z. 5 Charabanc for 18 passengers ...	620
Type Z. 6 Charabanc for 18 passengers ...	650
Type Z. 5 Special Saloon Bus ...	670
Type Z. 6 Special Saloon Bus ...	700
30 C.W.T. 6-WHEELER 15.9 H.P. 11' 8" W.B.	
Chassis only equipped with 32" x 4 1/2" tyres ...	£338
Chassis with War Dept. type Body ...	626

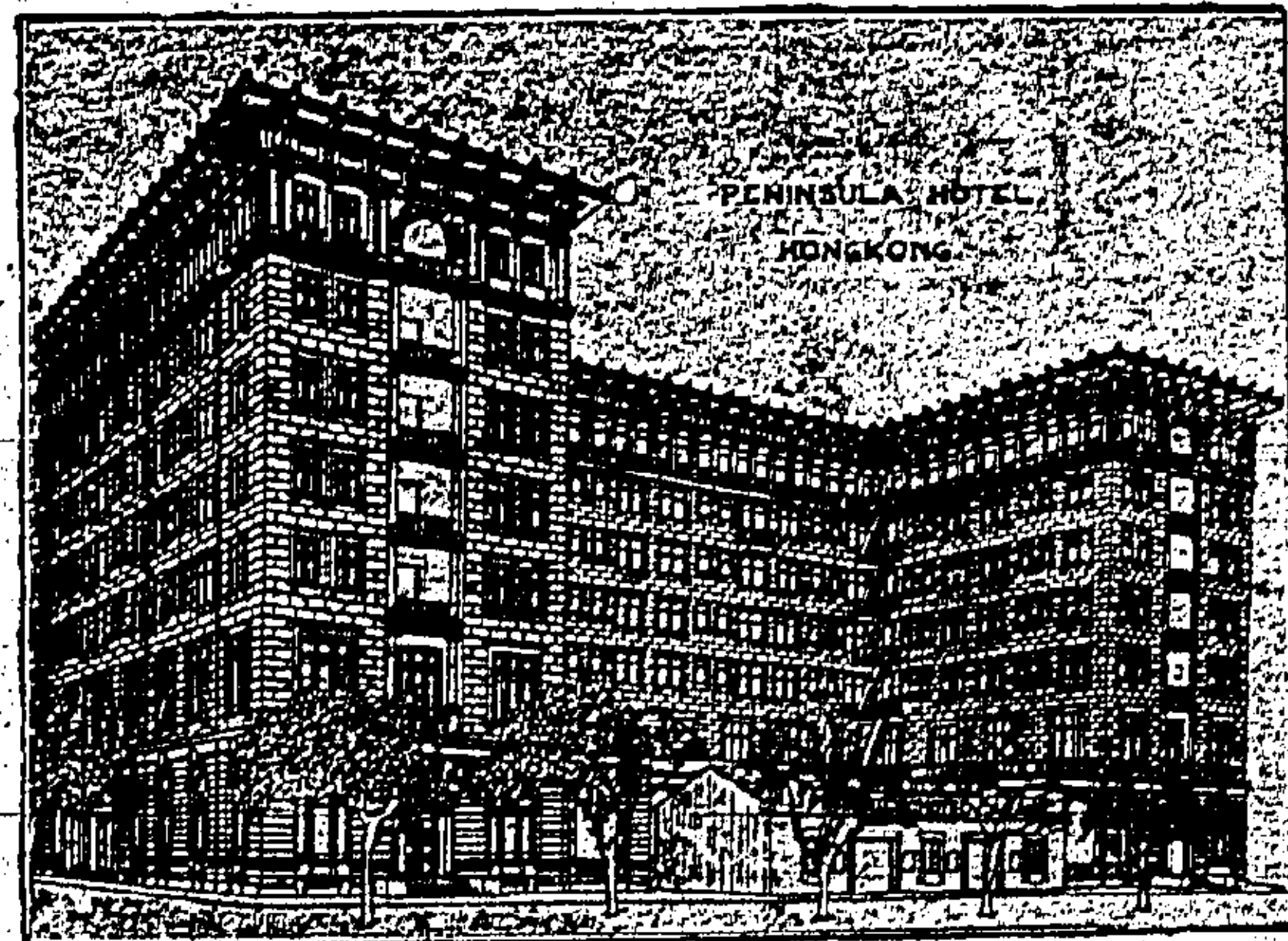
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BRITISH GIRL SWIMS BRISTOL CHANNEL.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 6th.
The Bristol Channel was swum for the first time to-day when Miss Kathleen Thomas crossed from Penarth to Weston Super-Mare, a distance of twelve miles, in seven and a half hours.
The feat is considered, owing to the strong cross-currents, equivalent to swimming the English Channel.
It has been attempted unsuccessfully by many well-known swimmers.
Miss Thomas is only twenty years of age.

FRIENDLY CRICKET.

I.R.C. v. R.A.O.C.

On the I.R.C. ground at 2 p.m. on Saturday.
I.R.C.—Sirdar Khan (Captain), J. S. Akber, M. P. Madar, S. A. R. Ismail, I. Hassan, A. S. Ismail, A. K. Minu, A. R. Minu, D. Mohamed, A. S. Sufiad, and A. Rahim.
None of these are cheap to-day, but I dare to predict that there will be bodywork designed on these lines within the reach of most pockets before very long. A real all-weather, all-climate, day-and-night, en-fort-cas car is what is most badly wanted at the moment.

MOTURING NOTES

(CONT'D.)

SMALL SALOON DRAWBACKS.

MOTORISTS SEARCHING
FOR A COMPROMISE.

[BY JOHN PRIOR, LAY.]

The other day I went for a drive with a motor salesman of long and wide experience, and, among a great many other interesting things, he told me that in his opinion the saloon form of coachwork had immensely stimulated the sale of cars during the past year or two, but that its popularity, so far as the small-type went, was distinctly on the wane. He expected to find several modifications of it at the next motor show, if not a good many rival designs specially appealing to the motorist in England.

I was particularly interested in this prophecy because I have myself always held the possibly erroneous view that the saloon body was only a stage in coachwork design, and very far from an achievement. Like most things designed with an eye to the British climate, motor coachwork has to be a compromise. For years we endured the harsh rigours of summer and winter in open cars, equipped with absurd hoods masquerading very unsuccessfully as weather protection, our only alternatives being expensive and heavy limousines, landaulets, or cabriolets. Then came, in a single night as it were, the kind of car labelled "Interior Drive," the mother of the saloon which followed immediately afterwards. Within a very short time the saloon became small and cheap, and though distinctly nasty here and there, thoroughly popular.

For a long time large numbers of people thought that the problem of comfortable all-the-year-round road-travelling had been solved, and the sale of saloons went skywards, and with it, as my friend remarked, the sale of cars in general.

Now we are noticing the beginnings of a change. The shortcomings of the saloon are being realised, more especially those of the small coachbuilt type. The man who can afford only one car, and that of moderate price and size, is discovering that the little coachbuilt saloon, even when it is good "value for money," in the way of being well built at the price, is far from being an unmixed blessing.

He is discovering that his small coachbuilt saloon usually gives him a depressing combination of stuffiness and draughts, peculiarly noticeable in summer, a restricted outlook on summer scenery, and unaccounted and elusive rattles and squeaks. He knows that most of these things are due to its low cost, but the knowledge is of no practical comfort.

He is likely to be luckier in his search for the better compromise than any of his predecessors. There are examples of ingenious coachwork on the English market to-day which really do represent an intelligent attempt to provide your cold-hating, stuffiness-despising, draught-fearing, and, above all, "open-air" Briton with a carriage in which he will be comfortable most of the year round. They are still more or less novelties, and, in consequence, not noticeably cheap, but from my experience of them I should think that the eventual demand for them will create the inexpensive supply.

There is, for example, the saloon car which is fitted with a sliding roof. You can press a catch and, with two fingers, pull back the front half of the roof over the back half. If you take the precaution of raising all six windows, you are virtually in a draughtless touring car, with an unimpeded view of mountains when these present themselves. There is the carriage with a leather hood, which makes it a real closed car when in position, and can be folded right back, without disturbing the windows, like a touring-car's hood.

And, finally, there is a type I drove in not long ago which is the direct descendant of the four-wheeled dogcart. Your passengers sit with their backs to the engine, in remarkable and hansom-like comfort, with aprons and screens so arranged that, while they are attacked by neither rain nor wind at any speed, they can see all round them.

None of these are cheap to-day, but I dare to predict that there will be bodywork designed on these lines within the reach of most pockets before very long. A real all-weather, all-climate, day-and-night, en-fort-cas car is what is most badly wanted at the moment.

SLEEVE VALVE ENGINES.

THEIR ADVANTAGES
EXPLAINED.

MR. JOHN N. WILLYS'
OPINION.

In discussing the merits of Knight-engined cars, the question is frequently asked: "How is it that the sleeves of a Knight motor perform the same function as the valves of the usual poppet valve engine?" This is now answered as follows by Mr. John N. Willys, President of the concern which builds Willys-Knight cars and of the John N. Willys Export Corporation which distributes them.
"In any type of internal combustion engine, it is well-known that means must be provided to control the entry and exit of gases during intake and exhaust strokes of the piston. In Knight engines, two cylindrical sleeves, one working inside the other and concentric with the piston, operate within each cylinder, while the piston travels up and down in the bore of the inner sleeve. Films of oil separate the sleeves from each other and from both the piston and the cylinder wall.

The mixture gas and air is led from the carburetor to one side of the cylinder (just as in a poppet valve engine), and exhaust gas is expelled from the opposite side. Rectangular openings, called "ports," are cut out on both sides of the inner and outer sleeves. It is through these openings or "ports" that the gases are introduced or expelled from the cylinder. The "ports" on either side of the sleeve coincide with one another only at the exact time when it is required to admit or expel the gas from the cylinder. The opening on the sleeves are closed immediately thereafter by the passage of one sleeve over the opening of the other sleeve.

"The motion of the sleeves which causes the 'ports' to coincide for intake and then for exhaust, each at the proper time, is imparted through a connecting rod fitted at the base of each sleeve and fastened at the other end to the eccentric shaft. Rotation of this shaft, which thus operates both sleeves for each cylinder, is effected by a silent chain driven from the front end of the crank shaft. The mechanism of the eccentric shaft (which corresponds to the cam shaft in a poppet valve motor) is so designed that the sleeves move in alternate directions, one sleeve moving down as the other goes up, and vice versa. The total travel of each sleeve is approximately one inch.

"The cycle of operation is as follows: When the piston is at the top of its stroke and ready to receive its charge of gasoline mixture, the sleeve openings on the carburetor side of the engine come into line and allow the vapour to enter the cylinder. When the piston has reached the bottom of its stroke, the opening is already covered by the passage of the sleeves so that the ports no longer coincide. During the compression and firing strokes of the piston, the openings remain covered and the inner sleeve is sealed tight, forming a perfectly closed combustion chamber for the piston. As the piston ascends on the exhaust stroke, the 'ports' on the other side of the engine are brought into the open position, and by the time the piston has reached the top of its stroke the exhaust 'ports' are about to close and the cycle is completed.

"The cycle of operations is identical for both poppet valve and sleeve valve engines, but it will be readily seen that the sliding effect of the sleeves in a Knight motor tends for smoother operation and longer life than is possible in engines having valves which are opened by cams and closed quickly by heavy tensioned springs.

FOOLS ON THE ROAD.

EXPERT DRIVERS WHO TAKE RISKS.

A day or two ago, writes a motoring correspondent in a Home paper, while watching the third accident in three weeks from the window of my house in St. John's Wood, I suddenly recalled my own first driving instruction: "Regard everybody but yourself as a fool." But why should one exclude oneself? Are we not all fools, or liable to be?

The expert driver who takes risks is a fool. The woman driver who, after a single toot, imagines she has cleared the road and spins unhesitatingly out of a byway, is a fool. The novice who knows nothing, and essays Piccadilly-circus, is a fool. The motorcyclist who races you, and the ordinary cyclist who tries to race you, are fools. And so are countless pedestrians.

Within my own limited driving experience I have encountered pedestrians who:
(1) Have walked into the road from the pavement, without looking—the commonest fault.
(2) Have looked, seen me coming, waited, and then suddenly dashed just in front of me.
(Continued on next column.)

GOLF.

ROYAL HONG KONG GOLF CLUB.

CAPTAIN'S CUP.

In the Captain's Cup Competition at Fanling on September 3rd, 5th, F. J. de Rome qualified with a score of 54—7=77.

Other scores were:
R. M. Smith 55—5=80
D. G. Bruce 60—10=90
H. A. Lammett 69—13=81
There were 16 entries.

LAWN TENNIS.

TILDEN AND HUNTER WIN
FINAL AT BROOKLINE.

[REUTER'S AMERICAN SERVICE.]

BROOKLINE, Sept. 5th.
In the final of the mixed doubles, in the lawn tennis tournament here, Miss Eileen Bennett and Cochet beat Mrs. Wightman and Lacoste, 2-6, 6-0, 6-2.
In the national doubles final, Tilden and Hunter beat Johnston and Richard Williams, 10-8, 8-3, 6-2.

WORLD'S SCULLING
CHAMPIONSHIP.

GOODSELL DEFEATS BARRY.

[THROUGH REUTER'S AGENCY.]

VANCOUVER, Sept. 5th.
A. H. Barry, of England, and Major Goodsell, of Australia, the holder, meet to-day for the world's professional sculling championship, over a course of three miles and for a purse of G\$5,000.
Both men are in splendid condition.

Goodsell beat Barry, by ten lengths.

INTERPORT BOWLS.

TRIAL GAMES STARTING.

The first of the trial games for the approaching Lawn Bowls Interport is to be played on Sunday on the Craigengower G.C. green. The original arrangement was for Saturday afternoon, but owing to the fact that the Kowloon Dock v. Tai Koo R.C. match was postponed last Saturday, and is now being played on the coming Saturday, play on Sunday is unavoidable, although Saturday would have been much the more popular day among local bowls enthusiasts.

POLO INTERPORT.

The North China Daily News,

writes: There is the Interport match against Hong Kong looming in the distance and hard practice must be put in by the team when ultimately chosen, though at present it is not known who will be able to go to the Colony. The American team is leaving for Tientsin about the 15th of next month, to repeat last year's battle and should enjoy a glorious week of hard polo, for it is believed that a quadrangular tournament is being arranged for them, the other three contestants being Tientsin, Peking and the Army.

Beyond these there are children who dash out of houses, dogs who try to charge you, chickens who try to escape you, and errand boys on roller-skates.

Who, out of all this collection, are the most to blame for our alarming casualty statistics?

At first I was inclined to blame the novices. When I became a fully-fledged novice myself, waving down Wellington-road towards the sanctuary of Regent's Park, I was bound to admit that I formed a serious danger to everything and everybody.

As time went on, however, and I wavered a little less, I came to the conclusion that the novices were not solely to blame. I doubt, in sober fact, whether they are even mainly to blame. It is the fine swimmer who dares all and gets drowned, and it is the qualified driver who takes off your back wheel.

Let me instance the main road on which I live. It is a favoured one for accidents. Hatless young bloods go dashing along in bright red motor-cars at forty and fifty. Grey haired owner-drivers, who are old enough to know better, take horrible risks round a certain corner, because they do not want the trouble of stopping on a hill. And the drivers of large vans, and lorries, with only their employers' property at stake, frequently rumble by at murderous speed, blatantly ignoring the rights of everything smaller than themselves.

Yes, if only we could have an authentic census of accident-causes, as well as casualties, we would know where to look for the greatest danger. I recommend the suggestion to the Safety First Committee.

LOCAL FOOTBALL.

THE LEAGUE PROGRAMME.

FIRST MATCHES OCTOBER 1st.

The Hong Kong Football season will open on Saturday, October 1st. There are eleven teams in Division I, including five Service teams. This is three more than last year, the extra teams being the R.A.F., the Queen's Regiment and the 2nd Scots Guards. The last mentioned team were given permission to enter after the closing date for entries had passed, as it was not at all certain then that they were likely to remain in the Colony. Now they are pretty sure to at least for this season.

There are ten teams in Division II, "A" including two Service teams, and the S.C.A.A. have entered two teams. In Division II "B" there are eight teams, including two from the S.C.A.A.

A meeting of the Management Committee of the Hong Kong League was held at H.K.V.D.C. Headquarters (by permission) last evening to arrange the fixtures for the coming season. Mr. G. T. May presided.

The following entries to the League were accepted:

Division I.
Hong Kong F.C., Kowloon F.C., K.O.S.B.'s, R.A., R.A.F., Club de Recreo, Queen's Regt., Scots Guards, Hong Kong Police, China A.A., and S.C.A.A.

Division II "A".
R.A., K.O.S.B.'s, Hong Kong F.C., Kowloon F.C., Club de Recreo, China A.A., S.C.A.A. (two teams), University, St. Joseph's.

Division II "B".
St. Joseph's, S.C.A.A. (two teams), China A.A., Boy Scouts, Kung Wo, Kowloon, and Moslem Club.

First Matches.
It was decided to commence the League on Saturday, October 1st, when subject to allocation of grounds the following matches will be played:—

Division I.
S.C.A.A. v. R.A.
H.K.F.C. v. O.A.A.
K.O.S.B.'s v. Police.
Queen's v. Club de Recreo.
Kowloon v. Scots Guards.
R.A.F. bye.

Division II "A".
R.A. v. St. Joseph's.
K.O.S.B.'s v. Kowloon.
Club de Recreo v. S.C.A.A. "A".
S.C.A.A. "B" v. University.
H.K.F.C. v. C.A.A.

Division II "B".
St. Joseph's v. Boy's Scouts.
S.C.A.A. "A" v. C.A.A.
Kung Woo v. S.C.A.A. "B".
Kowloon v. Moslem Club.

A suggestion that Service teams play some of their League fixtures in mid-week met with the approval of the meeting. The Military representative believed that the Soerapokpo ground would be available on Wednesdays for League matches.

The time of kick-off in junior matches was put before the meeting and a suggestion that 3.30 p.m. be fixed was not approved.

It is expected that for the opening matches the kick-off will be 3.0 p.m. and 4.30 p.m. respectively. Discussion on junior teams carrying out their fixtures and registration of players took place during the meeting.

HOME FOOTBALL.

LATEST ENGLISH LEAGUE RESULTS.

[THROUGH REUTER'S AGENCY.]

LONDON, September 5th.
Following are the latest results in the English football League matches played to-day:—

First Division.
Aston Villa 7, Portsmouth 2.
Blackburn R. 0, Cardiff 0.
Bolton W. 1, Everton 1.
Burnley 1, Arsenal 2.
Derby C. 1, Newcastle U. 1.
Sheffield U. 1, Leicester City 1.

Second Division.
Hull C. 0, Preston N.E. 0.
Oldham 0, Blackpool 0.
Southampton 1, Clapton O. 3.
Stoke City 1, West Brom. A. 1.
Swansea 5, Manchester C. 3.
Wolverhampton 2, S. Shields 1.

Third Division (South).
Coventry 4, Swindon 0.
Northampton 3, Brentford 2.
Norwich 3, Luton 0.

Third Division (North).
Bradford 5, Southport 2.
Crewe 1, Wrexham 1.
Doncaster 6, New Brighton 1.
Halifax 3, Ashington 1.

ENGLAND'S NEED OF BOWLERS.

THE LESSON OF THE BRISTOL TRIAL.

OPPORTUNITY FOR THE RISING GENERATION

[BY J. A. H. CATTON.]

The inevitable conclusion arising from the play in the Bristol trial match between England's Eleven and the next best team is that if the old country were plunged into the midst of a Test to-morrow the selectors would be sorely troubled to place a competent set of bowlers on the field.

The rising generation of bowlers should be pleased. There is no lack of opportunity for the ambitious youngster who loves the art of bowling.

I put the situation with this qualification, because it is wasted effort for a player to become a bowler unless mind is at the back of his fingers and heart's in his work.

There have been cricketers, there are some now, who dislike batting, who detest fielding, and who have a passion for bowling. They are rare specimens, but there is such an amateur in a county eleven to-day, and could he play in every match he would be a tremendous asset.

England is in dire distress for great bowlers. To enter into detail, the wicket at Bristol was slow and easy. It dried evenly and naturally, but a first-class slow to medium left-hand bowler might have given batsmen an unpleasant half-hour had he a crafty mind and a cunning finger. But where was he?

Frank Woolley, was the one representative of this type of attack. Where is the successor to Rhodes? That is a question which demands an answer. He is not on the horizon.

Since 1898 various left-hand bowlers have appeared, and some of them have been hailed as those who would fill the places of Rhodes, Blythe, Woolley and Cox. But they have, disappointed, and to-day we are wondering when the man will appear. Just now hope is centred in William Voce, the latest discovery of Nottingham. May he be the artist of the near future. But the lack of left-handers of this type is deplorable.

Clark Of Northants.

Of course, Clark, of Northampton, is of the left-hand persuasion, but the Peterborough bowler has very considerable speed. I should not call him fast like Walter Wright, of Nottingham, and Kent, but he has pace. Clark had the honour of bowling Hobbs. It was said that Hobbs stepped too far across towards the offside and that the ball touched the batsman's clothing. There may have been some contributory circumstance of this kind, but the ball was a splendid delivery and turned appreciably.

Clark appealed to me as a bowler who has enthusiasm and an inborn aptitude. He is certainly excellent with the new ball, but generally his length was good and there were no signs of his being erratic, or of loss of equilibrium when Sutcliffe punished his deliveries for two sixes in one over. Clark needs encouragement. There is the material for a real bowler in him.

Folks may look at his analysis—one for 120—and point out that he averaged four runs an over, but when one remembers that The Rest had to face Sutcliffe, brilliant as ever in a big match, and Hallows, dour as he can be, these figures must not be taken to indicate such inferiority. No one had a return of which he could feel proud.

Let us hope that the possibilities of Clark will mature. That he has ability is certain, but he wants a wise tutor who will let develop his bent.

Frank Sibbles, the Lancashire representative, bowled better than for the North at Sheffield. He got the wickets of the two public idols as batsmen—Sutcliffe and Hammond. It may be urged, indeed it was, that Sutcliffe wished to get out, and that Hammond was guilty of a shocking stroke for a man of such growing reputation. Nevertheless, Sibbles bowled with much exactness. As a rule he can keep illustrious batsmen quiet, and that is not easily done.

Of course, his figures do not suggest greatness, but how much better would they have been if Sutcliffe had been adjudged stumped off his bowling when 63. What the umpire says stands, and we all accept the decision; but there were cricketers playing in this match, and in a good position to judge, who believed that the Yorkshire stylist was not in his ground when the ball was flicked off by Ames.

A Class By Themselves.

It is generally said that Sibbles can only make the ball go away—that is, towards the slips. On the other hand, there were batsmen who faced his deliveries and stated definitely that he could bring the ball back on to the stumps, and that he was the best bowler for The Rest.

(Continued on next Column.)

THE ST. LEGER.

LATEST SCRATCHINGS.

[THROUGH REUTER'S AGENCY.]

London, Sept. 5th.

St. Leger scratchings are: Facon, at 10 o'clock on Saturday evening; and Chateau Palmer and Philidias Second, at 9 o'clock to-day.

LATER.

Arran Chief at 1.45 and Damon at 4.45 yesterday afternoon.

EASMA CLUB DRAW.

The result of the Easma Club Draw, held last night at 17, Queen's Road, Central, was:—

Names of Horses.	Ticket Nos.
1 Son and Heir	9703
2 Restigouche	1163
3 Buckfast	8131
4 Shianmer	14035
5 Baralong	11235
6 Arran Chief	0400
7 Trelawny	8028
8 Mario	14412
9 Tattoo	7250
10 Capatol	9337
11 Damon	4503
12 Hot Night	19320
13 Caledon	1730
14 Blueboy	3111
15 Grande Vitesse	6997
16 Compure	12633
17 Booklaw	2430
18 Start II	2062
19 Maidstone	1800
20 Gypsy King	12561
21 Jago	15387
22 Prester John	13066
23 Silverstead	10935
24 Grey Mist	8080
25 The Field	8504

GERMAN-POLISH TREATY.

BRITISH ASSISTANCE.

It is reported that the British Government proved very active indeed in bringing about the conclusion of the commercial treaty between Germany and Poland with a view to putting an end to the so-called Customs war which has been in progress for over two years.

It will be remembered that last December in Geneva, as a part of the settlement of the problem of German disarmament, Herr Stresemann promised that the German Government would make a serious effort to come to terms with Poland. Recently both parties agreed about the conclusion of a treaty of establishment (a very difficult item), and embodied their understanding in an exchange of notes.

As to the commercial treaty itself, I am told that Herr Stresemann will put forward proposals next September in Geneva.

ONLY WOMEN EMIGRANTS.

ITALY AND U. S. QUOTA LAW.

Rome.

A curious consequence of American restriction regarding immigration is that for the next eight years, according to an official communication, the only Italians who will be allowed to emigrate to the United States will be women.

A note issued by the Italian Emigration Department states that it will no longer consider any requests from men for passports to emigrate to the United States. The number of Italian immigrants permitted under the quota is now so small that the Department can only consider the applications of wives of Italian citizens who have been six years in the United States. The American immigration laws permit them to join their husbands already there, and as the wives of more than 10,000 Italians residing in America have already applied, they alone can be considered.

Their departure, moreover, must be strictly regulated, as only 170 persons are admitted per month. It will, therefore, take some years before all the present applicants will have been able to join their husbands. The situation seems to be unique in history.

Tate and Larwood were in a class by themselves, even though the pitch was not such as they would have chosen. In this match Larwood took his hundredth wicket when he deceived and bowled Sandham for the second time. Let us hope that the mishap to his knee will not prove so serious as reported.

The public as a whole do not appreciate the risk which bowlers run after rain; and they do not remember that what seems a slight accident has before now proved a heavy handicap to men of less pace than Larwood.

The need of England is for more first-class bowlers, because when Tate and Larwood require a rest there are no "changes" of their class.

The one batsman who enhanced his reputation was Leonard Bates, of Warwickshire. He played well and with enterprise, while the wicket-keeping of Livsey was by far the neatest, quickest and surest that I have seen this season.

ANCESTORS FOR AMERICANS.

PROFITABLE BUSINESS FOR CYNICAL PEDANTS.

FAKING LONG PEDIGREES.

When Poppa and Momma and Sadie come to London for the season they have two ambitions. Sadie must be presented at Court; and the family must return to, say, Zenith, with a complete family tree linking them up satisfactorily with the noblesse of Old England.

All of which is quite human and understandable. And, incidentally, the opportunity of those queer people who earn a quite comfortable livelihood by supplying Poppa, Momma, and Sadie with the information and evidence (of sorts) that their hearts pant for.

The art, craft, science, or trade of faking false pedigrees thrives upon the innate snobbery of the people of the Great Democracy. Nobody loves a lord so much as your American; who has accumulated a fortune as realtor or cattle king.

A Growing Trade.

The pedigree-faker is usually quite an astute and well-informed person. He will trace with meticulous care and scrupulousity the pedigree of anybody who pays him his fees. But he is also human, therefore he will accommodate his trans-Atlantic clients when occasion demands and make out a quite imposing document in return for a substantial fee.

This trade in proof pedigrees has grown considerably of recent years, chiefly because, armed with the wealth that has flowed into the United States since the War, many more socially-aspiring Americans are making the tour to Yurupp every year.

It's an ill-wind that blows nobody any luck, and the commendable desire to ascertain one's hitherto obscure ancestry has caused many a good American dollar to flow into the pocket of the learned and needy genealogist.

According to the officials of the College of Heralds there are but few noble pedigrees that can stand up to a close scrutiny, and this being the case the genealogist paid to produce a pedigree, provided he is something of a cynic, need have no great scruples in doctoring his evidence.

Trees Without Roots.

But a pedigree without collateral evidence is but a poor return for hard cash. This is realized by the astute fraternity, who find snobbery a paying proposition that is, snobbery in others. In Bloomsbury there are obscure little studios where impecunious young men turn out with astonishing rapidity the ancestors of the aspiring strangers returned to the Old Country.

The traffic in faked portraits of ancestors has increased enormously. It pays better than labouring for some years without recognition with the too oft deferred hope of an acceptance by the Royal Academy. And the pedigree merchant pays hard cash for the portraits of his clients' ancestors, demanding only that the varnish be dry and the work of art cunningly enough faked to simulate the years.

As a matter of fact, given the necessary mendacity and impudence, the faking of a pedigree that will convince Syrus K. Browne, of Zenith City, that his ancestors were of the authentic line of the Pilgrim Fathers, is perfectly simple. The wish being father to the thought, the recipient of the brand-new pedigree which is to cause intense annoyance and jealousy among his neighbours, will not look too closely at the intrinsic evidence placed before him by the suave research worker.

Newly-Hallmarked.

In this way, every season, many Americans are acquiring evidence of their lineage and linking up their families with ancient county families of our debt-ridden isle. There is no particular harm done, of course, and nobody is cheated. The newly-hallmarked aristocrat returns home armed with pedigree that will convince his friends and business associates, even if it would move a Herald to discreet laughter, while the learned, if unscrupulous, exploiter of his snobbery pockets his fee and looks about for a new victim.

Everybody is satisfied, and not least Sadie, who will point out to admiring Mamies and Betties the striking resemblance between the unearthed portrait of the English ancestor and Poppa's handsome and aristocratic features. And even when Poppa knows it is a craft he is prepared to keep quiet, for a proper pedigree means prestige, and that is what Momma is out for; and to please Momma is, as every good American knows, his real purpose in life.—*Referee.*

HONG KONG WOMEN'S GUILD

AND

MINISTERING CHILDREN'S LEAGUE.



TO BE HELD AT

LEE GARDENS

ON OCTOBER 1st, 1927

from 3 p.m. to 11 p.m.

A magnificent array of attractions including

THREE REGIMENTAL BANDS,

Dancing to H. K. & S. Hotels Super-Orchestra,

GRAND FIREWORK DISPLAY,

CABARET SHOWS, CHINESE CONJURING,

DRAGON PROCESSION,

DONKEY RIDES

Teas and all the usual Candy Stalls, etc.

Come, Lasses and Lads!

Charity Begins at the Fair!

THE CARD TABLE WAR.

WANTED, A BRIDGE-METER.

BRITISH PREJUDICE AND MAJORITY-CALLING.

[BY SIR A. HAMILTON GRANT, K.C.S.I.]

The battle of the Bridges rumbles on: and the breach between the Reformers and the Established Church widens. Heated and usually curiously unenlightened arguments on the basic Article of Reform, to wit, majority-calling, spring up whenever two or three (but preferably four) are gathered together for the purpose of a rubber.

But the task is difficult, very difficult, for many reasons. First, there are the irreconcilables, who have the weight of numbers and the influence of vituperative Conservatism—the people who hate change and would have kept the nation dressed in woad if they had had their way through the ages. Second, there are the players who, having been consistent winners under the old regime, have had their cards signed, the trial of majority-calling was put in force, or perhaps have not yet fully tumbled to the advantages and pitfalls of the new method.

The "America" Prejudice.

Then there are a vast class of Britons, who lack that brotherly love for America that ought to lead us to our generous nasal whisker over the water—a class who regard everything American as anathema, and fear that by adopting a method of play used in America we shall be pandering to her, and that by excluding it contemptuously we shall in some obscure way be scoring off her.

But, apart from these irreconcilables, there is a great body of reasonable men and women who hold that there is something to be learned against the innovation proposed, and that the old game is the best game. The main arguments are, (1) that the old method gives scope to more delicate calling and more subtle auction, and (2) that the rubbers with majority-calling take much longer—an obvious disadvantage in clubs and houses where there are people sitting out anxious to "beat" arguments to answer for the simple reason that we have no real measure of anything connected with Bridge. The combinations and permutations of cards are so innumerable and the variety of their relative location so infinite that it is impossible to express mathematically any general rules on the subject. You will hear people say that luck is 75 per cent, and play 25 per cent of the game. As a vague generalisation this is admirable—but as a mathematical statement it is grotesque. The best we can do at present with bridge is to apply the theory of probabilities and scrutinise the club card account over an extended period.

Unfortunately, however, the theory of probabilities is based on infinity—and personal and bitter experience demonstrates that it is apt to fail on an important occasion. Hence the advantage of what is called *fair*, which means an unerring knowledge where cards lie—generally in contravention of probability—without actually looking at the other fellow's hand. Indeed, *fair* is quite a gentlemanly habit—and profitable if illogical. As for the club card account, all it conclusively proves from year to year is that the best players invariably win in the long run, and that the great ruck of moderate and bad players do the paying.

But to return to our mutinous: Is it true that the old method gives scope to more delicate calling? The instances cited most generally are the call of three Clubs to induce your partner to go two No Trumps, and the pre-emptive call of three Spades to shut out any nonsense in Clubs. It is difficult to see any great delicacy or subtlety in such auction. It is surely an infinitely more delicate proceeding to be calling a minor suit against a major suit—and to know just how far to go in order to push the other fellows over the edge before you go over yourself.

But without a Bridge-meter argument on this subject is as vain as the discussion of free-will or the life hereafter. There are, however, two solid practical human reasons for the adoption of majority-calling: first, that it has been accepted as the most amusing form of the game by the Bridge-playing community throughout the rest of the world; and second, that by adopting it we shall be bringing our game into harmony with the game elsewhere, and shall be ending an undesirable and tiresome schism.

As regards the length of the rubbers, here again we are stymied for want of a Bridge-chronometer. For the length of a rubber depends not only on the number of hands played, but on the pace at which the players play them. American men play like whirlwinds, and women play like a whirlwind, and the hand is over before the looker-on has properly grasped the calling. On the other hand, a great but passive English player, whom

(Continued on next Column.)

NEW VESSEL FOR UPPER YANGTSE.

CONSTRUCTED BY SHANGHAI DOCK & ENGINEERING COMPANY.

SATISFACTORY PERFORMANCE ON TRIALS.

The official trials of the new twin screw semi-Diesel shallow draft motor vessel *Chialing Maru* were held recently.

The *Chialing Maru* has been specially designed and built by the Shanghai Dock & Engineering Co., Ltd., to the order of the Nisshin Kisen Kaisha for low water service between Ichang and Chungking and the further reaches of the Yangtze up to Suifu. She is 138 ft. long overall, 24 ft. in breadth and 6 ft. 6 in. moulded depth, carries 140 tons deadweight on about 4 ft. 9 in. draft and has been constructed under the survey of the Japanese Government Surveyors and British Corporation for the Survey & Registry, of Shipping, and will be classed in this society for their special river class.

On the upper deck forward accommodation is provided for four two berth cabins for first-class passengers, and cabins for chief commodore, steward, two pilots and 24 Chinese first-class aft, while spacious accommodation is placed on the main deck for 48 Chinese third-class passengers and for the native engineers and crew.

The Machinery.

The machinery in this vessel consists of two Gardner two cycle semi-Diesel vertical engines, each developing 300 B.H.P. at 290 revolutions, which were installed under the supervision of Mr. F. E. Martin, a Gardner expert attached to the staff of the local Agents, Messrs. Dodwell & Co., Ltd.

The present Gardner heavy oil engine is the result of many years original research, supplemented by the 30 years experience which the makers have had in building an enormous variety of types and sizes of oil engines.

The auxiliary machinery consists of a Gardner 6 H.P. single cylinder engine direct coupled to a 3.5 H.W. Lancashire dynamo. The dynamo shaft is extended to drive through a clutch a small auxiliary air compressor for pumping up the air bottles should the air at any time be lost due to carelessness, etc. This lighting set, over and above the normal requirements of the ship's lighting, has a sufficient reserve power to supply the searchlight which is installed for use in the Gorges.

The Official Trials.

During the official trials, which were held recently on the seven mile reach in the presence of Captain Takeshita, Marine Superintendent to the owners, Captain Shimomura and Captain Wakashima, Japanese Government Surveyors, and Captain Laloe, representing Messrs. Eisler, Reeves & Murphy, Surveyors to the British Corporation for the Survey & Registry of Shipping, the vessel attained a speed of 12½ knots, and throughout the whole trials the engines ran remarkably free from vibration and noise, and the silencers, made from Gardner's latest improved design, acted in a very efficient manner.

The bunker capacity of 14 tons is sufficient to do the round trip from Ichang to Chungking and return to Ichang, thus avoiding the necessity of bunkering at intermediate ports. In comparison with steam driven vessels of similar size the bunker space required is very small; thus giving considerably more space for cargo, which should prove very beneficial to the owners.—*North China Daily News*.

I know, sometimes suffers from such card-deliberation that the simplest hand takes a lifetime. Even, therefore, if you took chronological statistics of, say, 1000 rubbers, your figures would be vitiated by personal idiosyncrasies.

Time Lost and Gained.

But, speaking generally, I think majority-calling cuts both ways. Often, it is true, people prolong a rubber by keeping the flag flying in the minor suits, but against this it often happens that the game is quickly made in a minor suit, which would never have been left in under the old system.

Finally, there is the amazing suggestion that majority calling diminishes "doubling." My own experience is that majority-calling most refreshingly incites to over-calling, and that the opportunity of doubling is infinitely more frequent than at the old game. For this reason the rubbers are inclined to mount up to higher figures.

But without a Bridge-meter these points again cannot be mathematically demonstrated. In the absence of this delicate instrument, however, I believe that a fair trial—and it must be a fair trial, unbiased by Americanophobia or Presophobia, or any other phobia—will convince Bridge players that with majority-calling they have a brighter, merrier, and faster game than before.

PASSENGERS.

ARRIVALS.

Per s.s. *St. Albans*, from Australian ports, on September 6th:—The Hon. Sir John McWhae, and Lady McWhae, Miss M. McWhae, Mr. H. McWhae, Mrs. E. Peterson, Mr. A. B. Yates, Miss G. N. Sanders, Miss M. S. Davies, Miss S. Browning, Mr. H. Svendsen, Mr. and Mrs. V. H. Bentham, Mr. Yuen Hin Ting, Mr. Lam Wing Yan, Mr. Chan Tit Sang, Mr. Sin Yum Chee, Mr. and Mrs. N. Beeman and two children, Miss N. Cooper, Miss H. D. Sawyer, Mr. F. Ujjenin, Miss L. M. Hiron, Mr. Y. F. Leung, Mr. F. C. Fung, Mr. K. Lau, Mr. K. T. Mak, Mr. T. S. Lee, Mr. W. H. Pang, Mr. C. W. Chen, Mr. L. K. Tai, Mr. H. N. Chau, Mr. C. Y. Woo, Mr. P. K. Kwok, Mr. T. Lee, Mr. Low Goey, Mr. Yee Sing, Mr. Yeung Fook, Mr. C. Lin, Mr. Lim Tham Hee, Mr. Chan Wan Kan, Mrs. P. Lau and child, Miss D. Reed, Mr. J. F. Snyder, Miss E. Smith, Miss L. Green, Miss D. Abraham, Miss R. Howell, Mrs. A. K. Van Etten and infant, Miss E. R. Anderson, Miss M. L. Klatt, Mr. and Mrs. R. J. McCandless and three children, Miss E. Schell, Miss G. Ward, Miss M. Lefever, and Rev. E. E. Wallace.

DEPARTURES.

Per s.s. *President Jefferson*, for Seattle and ports, on September 6th:—Lt. P. E. Burrows, Mrs. P. E. Chandler, Mrs. F. W. Fenn, Mr. L. P. Leone, Mr. D. de Leon, Mr. Wm. B. Reis, Mr. W. A. Scharffenberg, Mr. G. C. Arnold, Miss M. E. Hewson, Mr. J. Myers, Mr. E. Putong, Mr. V. Trinidad, Mr. C. Peethtalas, Mr. H. Dolanell, Mr. J. R. Billingshurs, Mr. H. O. Tong, Mr. S. H. Ng, Mr. T. C. Yee, Mr. A. M. Tavares, Mr. Hong Hin Ting, Mr. Wong So Ming, Mrs. Lung Man Yau, Mr. Tsang Cho Sam, Mr. H. Mori, Mr. James Lum, Mr. J. F. Loy, Mr. Tsang Gin Hin, Mr. To Sin Chau, Mrs. Young Shre, Mrs. E. A. Prince, Master B. Prince, Mr. C. W. Kew, Mr. Tong Po, Mrs. Lee Cheng, Mrs. Chan Han Kwan, Mr. K. B. Wong, Mrs. J. B. Wong, Mrs. Tsang Wong Shee, Mr. Fung Wai Yi, Miss G. Letu, Mr. A. H. Ame, Mr. Ching Foo Pao, Mr. Chiu Chon Chee, Mr. and Mrs. S. I. Sze, Mr. K. Ho, Mr. Tsung Yuen Sun, Mr. Tsung Sun, Lt. Albano, Mr. and Mrs. Cheung Jong Sang, Mrs. W. C. Burk, Mr. F. Y. Chan, Mr. Wong Pak Wing, Mr. S. G. Lee, Mr. Chan Shong Shat, Master Chan Shing Lung, Mrs. Chan Kwok Shee, Miss C. A. Steel, Mr. C. Moran, Mr. T. K. Chan, Mr. A. Brostedt, Mr. H. Calderwood, Mr. Li Wot, Mr. Mock Hong, Mrs. Woo Lai Wan, Mr. Sin Chun Pang, Mrs. Wong Shee, Miss Ng Fai Gam, Mr. W. H. Young, Mr. Scherter, Mr. Keuchenis, Mr. S. B. Redicker, and Mr. E. M. Groth.

Per s.s. *Korea Maru*, for San Francisco and ports, on September 6th:—Miss Michel, Mr. Leung, Sir Robert and Lady Ho Tung, Mr. Lin Yuk Man, Mr. Wong Yin Shan, Lieut. Col. E. B. Ferrers, Mr. Cheng Sau Sing, Mr. Cheng Sit Hing, Mr. and Mrs. P. W. Cheng, Mr. Chu Chung Hee, Miss Chan Lan, Miss B. L. Au Young, Miss L. Au Young, Miss Kwok Sing Wong Shi, Mr. T. Odqvist, Mr. and Mrs. Chow Sik San, Mrs. Chan Yee Yick, Mr. Hywel Cury Edmonds, Mrs. Amelia Archert, Master Robert, Mr. Tang Cheng Ling, Mr. and Mrs. L. F. Townsend, Mr. K. Matsushita, Mr. S. Macjima, Mr. and Mrs. S. Saito, Mrs. R. B. Branch, Mr. and Mrs. Sugimoto, Mr. Oskar Hahn, Mr. M. Hassarum, Mr. A. A. Miller, Mr. C. A. R. Coghill, Mr. J. D. Morey, Mr. C. G. Alabaster, Mrs. J. H. P. Martin, Miss A. M. Chulian, Miss M. A. Wilcox, Mr. T. Hoyama, Mr. Y. Toyama, Mr. M. Ichikawa, Miss F. Mackenzie, Mr. M. Romualdez, Mr. F. Romualdez, Mrs. Sofia de Custado, Mr. and Mrs. Hill, Mr. P. S. Crovet, Mr. and Mrs. G. H. Stone, Mr. F. Prata, Mrs. E. Spears, Rev. H. P. Milet, Mr. Wong Ton Nam, Mr. Wong Sin Kai, Mr. Wong Chik, Mr. and Mrs. Wong Kam Poon, Mr. Chan Wan Tung, Miss Poon She, Mr. Chan Kan Son, Mr. Li Wing, Mr. Lok Hen Po, Mr. Der Woey Sing, Mr. Han Hap, Mr. P. Chong, Mrs. L. de Chon, Mr. Mark Fung Ling, Miss Louie Har Quon.

Per s.s. *President Grant*, for Manila, on September 6th:—Mr. L. C. Gonyeler, Master C. Gonyeler, Miss A. Gonyeler, Mr. Lam Pang, Capt. A. L. Tynningham, Mr. W. Luffin, Mr. W. K. Lecount, Mrs. W. K. Lecount, Miss Lecount, Mr. and Mrs. L. W. Holliker, Mrs. A. W. Hogan, Mrs. Robert Murphy, Master Peter Murena, Mr. G. E. Walter, Miss M. A. Barnes, Mr. E. C. Borge, Lieut. J. A. Cranston, Mr. J. Clardio, Mr. and Mrs. H. L. Felton, Mr. and Mrs. I. W. Howarth, Mr. and Mrs. J. W. Hammond, Mr. A. W. Hogan, Mr. C. Kirkwood, Mrs. B. P. Murena, Col. C. H. Nance, Mr. D. M. Walters, Miss Walters, and Miss E. Walters.

POLISH SEA POWER.

LATEST ACQUISITION TO FLEET.

The old French cruiser, *D'Entrecasteaux*, which has been sold to Poland and recently left Cherbourg, with a Polish crew, is possibly the first acquisition to many people that there is such a thing as a Polish navy at all.

It is, necessarily, of post-war development, but since there are now Polish ports—Gdynia, where a naval base and dockyard is under construction, and Pinsk, which has repair shops, there are war vessels to use them. These include a sea flotilla of six torpedo boats, most of them transferred from Germany, some mine-sweepers, gunboats, and river monitors, and a picturesque training ship, which was built at Birkenhead as long ago as 1893.

D'Entrecasteaux, which has been renamed *Zmigladz* 17, is now, though thirty years old, a valiant and considerable ship. The Polish navy, in spite of its small size, carries all the ranks up to vice-admiral, and its personnel last year was 240 officers and 2004 men.

CONSIGNEE NOTICES.

THE EAST ASIATIC CO., LTD. COPENHAGEN.

THE Motorship "ASIA" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th of September, 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ash on the 16th of September, 1927, at 10 a.m.

All Claims against the Vessel must be presented to the Underwriter before the 5th of September, 1927, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD. Agents.

Hong Kong, 5th Sept., 1927. [5294]

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship "CITY OF EVANVILLE" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 12th September, 1927, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before 19th September, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 5th September, 1927, at 10 a.m., by our Surveyors, Messrs. Godard and Douglas.

All Claims must reach us before the 16th September, 1927, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by THE BANK LINE, LTD. Agents.

Hong Kong, 5th Sept., 1927. [5295]

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, September 6th

Previous On Date On Date

Day at 2 p.m. 6 a.m. 2 p.m.

Barometer... 29.61 29.65 29.67

Thermometer... 83 75 80

Humidity... 88 95 59

Wind... SW 5 NNE

Force... 3 1 2

Weather... 0 0 0

Rain... 1.69 0.00 0.08

Highest open-air Temperature, 6th: 96

Lowest open-air Temperature, 6th: 75

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning;

M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder

HONG KONG TIDE TABLE.

From September 7th to 12th, 1927.

HIGH WATER. LOW WATER.

Day of Week Date of Month Hong Kong Standard Time Height.

Wed. 7 h. m. h. m. h. m. h. m.

Thurs. 8 h. m. h. m. h. m. h. m.

Fri. 9 h. m. h. m. h. m. h. m.

Sat. 10 h. m. h. m. h. m. h. m.

Sun. 11 h. m. h. m. h. m. h. m.

Mon. 12 h. m. h. m. h. m. h. m.

Tues. 13 h. m. h. m. h. m. h. m.

10-51-0-1 4-47-1-5

CONSIGNEE NOTICES.

AMERICAN & ORIENTAL LINE.

FROM U.S.A.

THE Motor Vessel "OLYMPIA" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 9th September, 1927, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before 18th September, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 9th September, 1927, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD. General Agents.

Hong Kong, 3rd Sept., 1927. [5292]

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO, ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship "BENGLOE."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 2nd instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD. Agents.

Hong Kong, 2nd Sept., 1927. [5289]

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "SAARLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th September, 1927, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 5th September, 1927, at 10 a.m., by our Surveyors, Messrs. Godard and Douglas.

All Claims must reach us before the 16th September, 1927, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JEBSEN & CO., Agents.

Hong Kong, 31st Aug., 1927. [5277]

HAMBURG-AMERIKA LINIE.



HUGO STINNES LINIEN

COMBINED FREIGHT AND PASSENGER SERVICE. CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS. FARE FROM HONG KONG TO GENOA—£78. 0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

S.S. "EMIL KIRDORF" ... due here on or about the 17th Sept.
S.S. "HESSEN" ... due here on or about the 27th Sept.
S.S. "SACHSEN" ... due here on or about the 14th Oct.
S.S. "PREUSSEN" ... due here on or about the 25th Oct.
M.S. "RAMSES" ... due here on or about the 7th Nov.
M.S. "ERMLAND" ... due here on or about the 23rd Nov.

HOMEWARD.

Sailings for Europe via Manila, Singapore, Colombo & Port Said:—

S.S. "OLDENBURG" ... sailing from here on or about the 10th Sept.
S.S. "ADOLF VON BAEVER" ... sailing from here on or about the 27th Sept.
S.S. "SAARLAND" ... sailing from here on or about the 23rd Oct.
S.S. "EMIL KIRDORF" ... sailing from here on or about the 1st Nov.
S.S. "HESSEN" ... sailing from here on or about the 10th Nov.
S.S. "SACHSEN" ... sailing from here on or about the 15th Nov.
S.S. "PREUSSEN" ... sailing from here on or about the 29th Nov.

Calling at Genoa, Rotterdam and Hamburg.
Calling at Rotterdam and Hamburg.

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KORUAI FOREIGN SERVICE BETWEEN JAVA, CHINA AND JAPAN

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKEMBANG	SHAL, K'LING	In Port	8th Sept.	BATAVIA
MAPIA	JAVA	8th Sept.	14th "	SHANGHAI
PERU	JAVA	12th "	14th "	AMOT & N. CHINA
TJIBODAS	JAVA, MAKASSAR	12th "	14th "	MAKASSAR & JAVA
TJIMANOEK	N. C. & AMOT	12th "	14th "	SHANGHAI, K'LING
TJISAROEBA	BATAVIA	18th "	22nd "	BATAVIA
TJIKARANG	SHAL, K'LING	20th "	26th "	AMOT & N. CHINA
TJIKINI	JAVA, MAKASSAR	20th "	26th "	BATAVIA
TJISAROEBA	N. C. & AMOT	26th "	26th "	BATAVIA
TJISAROEBA	BATAVIA	2nd Oct.	6th Oct.	SHANGHAI, K'LING
TJISAROEBA	SHAL, K'LING	4th "	6th "	MAKASSAR & JAVA
TJISAROEBA	JAVA, MAKASSAR	10th "	11th "	AMOT & N. CHINA
TJIBODAS	N. C. & AMOT	16th "	13th "	BATAVIA

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the
10] JAVA-CHINA-JAPAN LIJN.

ON SALE.

OVER HALF A CENTURY REPUTATION
Dr. LE CLERC'S PILLS FOR THE
TREATMENT OF ALL THE
DISEASES OF THE DIGESTIVE
ORGANS, CHOLERA, DIARRHOEA, COLIC, SPASMS,
CONSTIPATION, LIVER COMPLAINTS, STOMACH
PAIN, ACIDITY, INDIGESTION, &c. &c. &c.
Dr. LE CLERC'S PILLS, FROM
Dr. LE CLERC'S DISPENSARY, 10, FINSBURY
MARKET, LONDON, E.C. 2.

BOUND VOLUMES of the HONG KONG WEEKLY PRESS,
July to December, 1926.
With INDEX, PRICE—\$7.50.
On Sale at the HONG KONG DAILY PRESS Office.

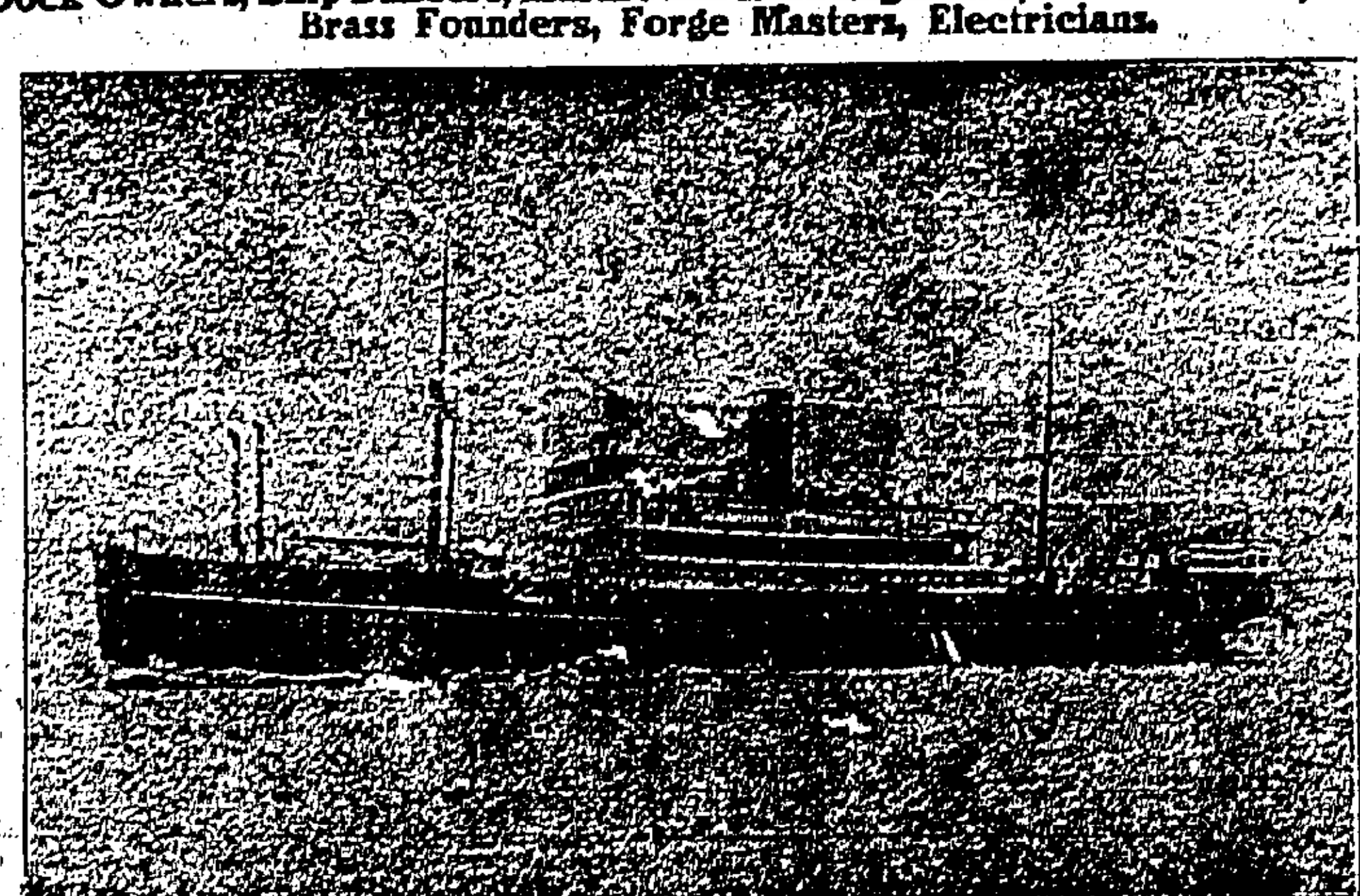
THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

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Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONG KONG.

CHINA NAVIGATION COMPANY, LIMITED.

AMOI, SWATOW & SINGAPORE ... "ANHUI" ... On 7th Sept, Noon

AMOI, SWATOW & SINGAPORE ... "ANKING" ... On 18th Sept, 6 a.m.

SWATOW & SHANGHAI "SUNNING" ... On 18th Sept, Noon

SALOON PASSAGE RATES, HONG KONG to SHANGHAI and vice versa, Have Now Been Reduced To

\$60 SINGLE AND \$90 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS VIA MANILA AND THURSDAY ISLAND. Through Bills of Lading issued to all Australia, New Zealand and Tasmania Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

VESSEL	DEPARTS HONG KONG ON OR ABOUT	ARRIVES SYDNEY ON OR ABOUT
TAIPING	In Port	13th September
CHANGTE	11th October	13th October
TAIPING	8th November	15th November
CHANGTE	9th December	16th December

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE
"BLUE FUNNEL LINE"
(OCEAN & CO. LTD., AND CHINA MUTUAL S.S. CO. LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL & CO. LTD.)

Sailings from Hongkong.

S.S. "CITY OF EVANSVILLE" ... Via Suez Canal ... 8th September.
S.S. "GLAUCOUS" ... Via Suez Canal ... 24th September.
S.S. "CITY OF BOMBAY" ... Via Suez Canal ... 9th October.
S.S. "THESEUS" ... Via Suez Canal ... 23rd October.
S.S. "CITY OF EASTBOURNE" ... Via Suez Canal ... 6th November.
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

BOSTON
AND
NEW YORK

M.V. "JAPANESE PRINCE" ... 18th September, 1927

For Freight and Full Particulars, apply to—

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Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furprinace

King's Building.

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LIGNES COMMERCIALES (Cargo Boats).

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S.S. "CAPT. FAURE" due to arrive from DUNKIRK, LONDON, HAVRE about the 20th September.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
ATHOS II	12th Aug.	18th Sept.	27th Sept.
ANGERS	26th Aug.	27th Sept.	26th Oct.
DARTAGNAN	9th Sept.	11th Oct.	23rd Nov.
GAT. METZINGER	23rd Sept.	25th Oct.	22nd Dec.
SPERINX	7th Oct.	8th Nov.	
PORTHOUS			

RATES OF PASSAGE MONEY TO MARSEILLES (including Table Wine and Free Doctor's Attendance).
1st Class (1st Class) ... 2 90. 2nd Class (1st Class) ... 2 85. 3rd Class (1st Class) ... 2 61. 4th Class (1st Class) ... 2 41. 5th Class (1st Class) ... 2 21. 6th Class (1st Class) ... 2 01. 7th Class (1st Class) ... 1 81. 8th Class (1st Class) ... 1 61. 9th Class (1st Class) ... 1 41. 10th Class (1st Class) ... 1 21. 11th Class (1st Class) ... 1 01. 12th Class (1st Class) ... 0 81. 13th Class (1st Class) ... 0 61. 14th Class (1st Class) ... 0 41. 15th Class (1st Class) ... 0 21. 16th Class (1st Class) ... 0 01.
Through Tickets to London and Leaving Towns of Europe. Accommodations reserved in the Trains at Marseilles. (Sailings subject to alteration without notice).
For Full Particulars, apply to—
Cie. des MESSAGERIES MARITIMES.
Telephone: Central 740. 3, Quai de Commerce, COGNAC—TRANSPORT—REPRESENTATION.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

September 5th.
Asia, Danish motor ship, 4,480 tons, Capt. P. Andersen, from Copenhagen, which port she left on June 25th, with a general cargo, lying at Kowloon Wharf.
—John Manners & Co.
Burns Main, Japanese str., 4,931 tons, Capt. T. Acanawa, from Moji, which port she left on August 29th, with a general cargo, lying at Kowloon Wharf.
—O.S.K.
Deli Maru, Japanese str., 1,392 tons, Capt. K. Yagata, from Canton, lying at O.S.K. Wharf.
—O.S.K.
Hua Ming, Chinese str., 1,001 tons, Capt. E. Waitneck, from Saigon, which port she left on August 29th, with rice and general cargo, lying at buoy No. C40.
—Yuen Shing Fat.
Kawachi Maru, Japanese str., 3,668 tons, Capt. I. Takuro, from Moji, which port she left on August 31st, with a general cargo, lying at Kowloon Wharf.
—N.Y.K.
Tak Hing, Chinese str., 105 tons, Capt. Lam Shing, from Antau, with a general cargo, lying at Luon Cheong Wharf.—Fook Hoi S.S. Co.
Talamo, British motor vessel, 3,844 tons, Capt. H. F. Minett, from Yokohama, which port she left on August 29th, with rice and general cargo, lying at buoy No. C38.
—Wallace & Co.
Yanoo, Chinese str., 694 tons, Capt. Chan Kam, from Hoihow and Pakhoi, with general cargo and cattle, lying at buoy No. C37.
—Wai Hing S.S. Co.

September 6th.
Bourbon, French str., 887 tons, Capt. M. Bianchi, from Saigon, which port she left on August 29th, with rice and general cargo, lying at buoy No. C40.
—Hock Guan Hong.
Chungsho, Chinese str., 1,334 tons, Capt. A. Lang, from Bangkok, which port she left on August 29th, with rice and general cargo, lying at buoy No. C38.
—Wallace & Co.
Song Bo, French str., 730 tons, Capt. J. Bonnamour, from Fort Bayard, with a general cargo, lying at buoy No. C41.—Messageries Maritimes.
St. Albans, British str., 4,117 tons, Capt. G. L. Smith, from Melbourne via Manila. The former port she left on August 3rd and the latter on September 3rd, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.
Taiping, British str., 2,894 tons, Capt. Frame, from Melbourne and Manila. The latter port she left on September 4th, with a general cargo, lying at Holt's Wharf.—B. & S.
Van Henter, Dutch str., 2,748 tons, Capt. J. Groothoff, from Batavia and Singapore. The latter port she left on September 1st, with a general cargo, lying at buoy No. A10.—J.C.J.L.
Yalou, French str., 4,190 tons, Capt. Rasauls, from Shanghai, which port she left on September 2nd, with a general cargo, lying at buoy No. A3.—Messageries Maritimes.

CLEARANCES.

September 8th.
Asia, for Shanghai.
Burns Main, for Singapore.
Chap Shing, for Swatow.
Kawachi Maru, for Singapore.
Persico, for Singapore.
Phorus, for Tarakan.
Tijpanas, for Swatow.
President Jefferson, for Shanghai.
Solvik, for Ningpo.
Tenkai Maru, for Hongay.
Tilawa, for Bangkok.
Yalou, for Colombo.

VESSLS EXPECTED.

Achilles (Blue Funnel), due Sept. 10th.
Aeneas (Blue Funnel), due Sept. 26th.
Alipore (P. & O.), due September 11th, about noon.
Angers (M.M.), due September 13th.
Anfura (E. & A.), due October 3rd.
Bolton Cayle (Doddwell), due Sept. 24th.
Calchas (Blue Funnel), due Sept. 12th.
Capitaine Faure (M.M.), due Sept. 20th.
City of Salford (Bank Line), due October 1st.
City of Tokio (Bank Line), due November 26th.
City of Wellington (Bank Line), due October 18th.
City of Winnipeg (Bank Line), due December 24th.
D'Artagnan (M.M.), due September 27th.
Demodocus (Blue Funnel), due November 17th.
Devana (P. & O.), due December 22nd.
Diomed (Blue Funnel), due October 8th.
Empress of Asia (C.P.R.), due (from Manila), Sept. 12th.
Empress of Canada (C.P.R.), due September 18th.
Esquimo (Doddwell), due September 15th.
Eurylochus (Blue Funnel), due to-day.
Eurymachus (Blue Funnel), due Oct. 25th.



"Bon Voyage"—It is Assured

Noted the world around for their exceptional luxury and comfort, the giant President Lines of the American Mail and Dollar Steamship Lines are preferred by experienced and discriminating travelers.

The magnificent President Lines are broad of beam and exceptionally steady. All are oil burners, swift express liners.

The public rooms are luxuriously appointed and inviting. All staterooms are outside, splendidly furnished and equipped with beds—each room has hot and cold running water, also fans, wardrobes, thermos bottles and reading lamps. Private bath and showers in connection with many rooms perfect the travel comfort of these giant passenger liners.

The Cuisine is world famous. The deliciously prepared menus will delight you. And how the orchestra adds zest to your dining.

The decks are spacious. The Glass-enclosed Promenade always popular. Deck sports, open air swimming pool, movies, evening dances, everything has been done to make your trip a happy one. Unexcelled anywhere—is the courteous and efficient service accorded you by the trained personnel aboard the President Lines.

The great frequency of sailings and the liberal stopover privileges of the Dollar Steamship and American Mail Lines have made these giant passenger lines outstandingly popular among travelers.

WEEKLY TRANS-PACIFIC SERVICE

To SAN FRANCISCO and LOS ANGELES. The Sunline Belt via Honolulu. Fortnightly sailings on Tuesdays.

To SEATTLE and VICTORIA. The Short, Straight Route to America. Fortnightly sailings on Wednesdays.

Pres. Grant ... Tues, Sept. 13th. Pres. Jefferson ... Wed, Sept. 7th, 4.30 a.m.
Pres. Cleveland ... Tues, Sept. 27th. Pres. Lincoln ... Wed, Sept. 21st.
Pres. Pierce ... Tues, Oct. 11th. Pres. Madison ... Wed, Oct. 5th.
Pres. Taft ... Tues, Oct. 25th. Pres. Jackson ... Wed, Oct. 19th.

Special Through Rates to Europe, via United States, £120, £112. Direct connections with all Atlantic lines. Choice of railway lines across United States and Canada, with liberal stop-over privileges for sight-seeing.

To EUROPE and NEW YORK ROUND THE WORLD

Fortnightly sailings on Tuesdays via Manila, Seattle, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, London, and New York.

Pres. Harrison ... Tues, Sept. 13th, 6 a.m. Pres. Van Buren ... Tues, Oct. 25th, 8 a.m.
Pres. Monroe ... Tues, Sept. 27th, 8 a.m. Pres. Hayes ... Tues, Nov. 8th, 8 a.m.
Pres. Wilson ... Tues, Oct. 11th, 6 a.m. Pres. Folk ... Tues, Nov. 22nd, 8 a.m.

To MANILA.
Pres. Harrison ... Sept. 13th, 6 a.m. Pres. Monroe ... Sept. 27th, 8 a.m.
Pres. Lincoln ... Sept. 13th, 6 p.m. Pres. Madison ... Sept. 27th, 6 p.m.
Pres. Cleveland ... Sept. 13th, 6 p.m. Pres. Pierce ... Oct. 3rd, 6 p.m.

For Bookings, Passenger and Freight Information apply to
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Telephone Central 2477, 2478 and 795
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WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvelous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, oozing, gouts, rheumatism, quins, or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS.

English Price 2s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.3, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO" REMEDIES in Government Stamp. Sold by LEADING CHEMISTS.

General Meeting (M.M.), due October 11th.
Japan (Swedish East Asiatic), due October 12th.
Japanese Prince (Furness, F.E.), due September 18th.
Kashgar (P. & O.), due November 25th.
Kashmir (P. & O.), due September 25th.
Keemun (Blue Funnel), due Sept. 21st.
Late (P. & O.), due September 26th.
Lycan (Blue Funnel), due to-morrow.
Macedonia (P. & O.), due October 14th.
Malwa (P. & O.), due September 15th.
Manila (P. & O.), due November 11th.
Mongolia (P. & O.), due October 28th.
Morea (P. & O.), due December 9th.
Novara (P. & O.), due September 21st.
Nyasia (P. & O.), due September 21st.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

TSINGTAU via SWATOW
& SHANGHAI ... "CHAKSANG" ... Wednesday, 7th Sept., at 10 a.m.
CANTON ... "YUSANG" ... Thursday, 8th Sept., at 3 a.m.
CANTON ... "KWAISANG" ... Thursday, 8th Sept., at 3 a.m.
CANTON ... "KWONGSANG" ... Friday, 9th Sept., at 4 a.m.
SHANGHAI ... "YUENSANG" ... Saturday, 10th Sept., at 10 a.m.
STRAITS & CALCUTTA ... "KITSANG" ... Saturday, 10th Sept., at 3 p.m.
SANDAKAN ... "HINSANG" ... Saturday, 10th Sept., at 3 p.m.
TSINGTAU via SWATOW ... "KWAISANG" ... Sunday, 11th Sept., at 10 a.m.
OSAKA via AMOI, MOJI ... "LAISANG" ... Tuesday, 13th Sept., at 7 a.m.
STRAITS & CALCUTTA ... "NAMSANG" ... Tuesday, 13th Sept., at 3 p.m.
TSINGTAU via SWATOW ... "KWONGSANG" ... Wednesday, 14th Sept., at 10 a.m.
SHANGHAI ... "YUENSANG" ... Saturday, 10th Sept., at 10 a.m.
OSAKA via AMOI, MOJI ... "HOSANG" ... Friday, 23rd Sept., at 7 a.m.

For Freight or Passage, apply to—

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GENERAL MANAGERS.

Telephone: CENTRAL No. 215.

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GLEN LINE.

FARE: HONG KONG TO LONDON £32.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENGARRY" ... (via Oran) 21st September
Motor Vessel "GLENLUCIE" ... (via Oran) 19th October
Steamship "OARMARTHENSHIRE" ... (via Oran) 2nd November
Motor Vessel "GLENTARA" ... (via Oran) 30th November

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENLUCIE" ... Due Hong Kong.
Steamship "OARMARTHENSHIRE" ... 18th September
Motor Vessel "GLENTARA" ... 18th September
Steamship "OARMARTHENSHIRE" ... 27th October

For Freight, Passage and further Particulars, apply to

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AGENTS: THE GLEN LINE, LTD.

NORDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER AND FREIGHT SERVICE.
Cabin class: 273-44-04.
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To GENOA.

NEXT SAILINGS:

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100 ORIGIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS	ARRIVAL AT HONG KONG AND SAILINGS FOR: SHANGHAI AND TAKU (Tientsin)	ARRIVAL FROM SHANGHAI AND SAILINGS FOR: GENOA, ROTTERDAM & HAMBURG
S.S. "SAARBRUECKEN"	—	24th Sept. 1927.
S.S. "COLENTZ"	27th Sept. 1927.	22nd Oct.
S.S. "FULDA"	24th Oct.	19th Nov.

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:

S.S. "ROLAND" ... on or about 8th October, 1927
S.S. "SCHLESSEN" ... on or about 8th November, 1927
* Calling at Marseilles besides the usual ports.
* Calling at Tripoli and Marseilles besides the usual ports.

NEXT ARRIVALS FROM EUROPE:

S.S. "NUERNBERG" ... on or about 14th Sept. in Hong Kong.
For Freight, Passage and further Particulars, please apply to:—

MELCHERS & CO.

Telephone C. 4557. 4, Queen's Building, Queen's Road.

HONG KONG. [20]

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOI & FOCHOW

AND RETURN (Occupying 8 to 9 Days)

HAIYANG ... Wednesday, the 7th September, at 1 p.m.
* HAINING ... Saturday, the 10th September, at 1 p.m.
* Calling at Swatow for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fochow (Fochow, Anhwei) or vice versa and Return by the same Steamer at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port. For Freight and Passage apply to—

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General Managers.

Going home—
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\$180, \$210, \$210, \$230, via SAN FRANCISCO.
\$140, \$160, via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SHINYO MARU ... Tuesday, 20th Sept.
SIBERIA MARU ... Tuesday, 4th Oct.
TAITO MARU ... Tuesday, 13th Oct.

* Calls Los Angeles, Omitting Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.

KAMU MARU ... Saturday, 10th Sept.
KATOB MARU ... Saturday, 24th Sept.
ATSUTA MARU ... Saturday, 8th Oct.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 21st Sept.
AKI MARU ... Wednesday, 19th Oct.

BOMBAY via Singapore, Penang & Colombo.

SADO MARU ... Saturday, 10th Sept.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

ANYO MARU ... Thursday, 29th Sept.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

BAKATA MARU ... Wednesday, 31st Sept.

NEW YORK and/or BOSTON via PANAMA.

TAKETOYO MARU ... Sunday, 11th Sept.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

LIMA MARU ... Friday, 10th Oct.

CAIRO via Singapore, Penang & Rangoon.

TOKUSIMA MARU ... Friday, 9th Sept.

AKITA MARU ... Monday, 19th Sept.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 16th Sept.

SHANGHAI, KOBE & YOKOHAMA.

OSAKA MARU (Moji direct) ... Sunday, 11th Sept.

RANGOON MARU ... Saturday, 17th Sept.

HAKONE MARU ... Monday, 19th Sept.

PENANG MARU (Moji direct) ... Tuesday, 20th Sept.

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Shipping News

Daily Statement, Waterfront
News, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL AND THROUGH
CARGOES HEAVY.

NINETEEN ARRIVALS.

There were heavy cargoes brought into the Colony and carried for other ports during the 24 hours ended at 9 a.m. yesterday. The number of vessels arriving during the same period was nineteen.

The Colony's imports were contributed by seventeen steamer and amounted to 20,781 tons. Of these six British ships accounted for 9,584 tons.

The *a.s. Pharus* was the heaviest contributor with a consignment of 5,450 tons of fuel oil for the Asiatic Petroleum Company. The *a.s. Khyber*, came second with 2,475 tons of general merchandise. The first named vessel came from Tarakan, and the latter was from London and Singapore.

Through cargoes were carried by only nine steamers, and totalled 21,609 tons. Of these, there were 5,515 tons on three British bottoms. The two best returns were shown by the *m.v. Asia* and the *a.s. Borneo*. The former coming from Copenhagen and Singapore carried 6,873 tons, and the latter vessel from Yokohama and Moji manifested 5,987 tons.

Arrivals and Departures.

The arrivals and departures during the period under review were:

	Arr.	Dep.
British	5	3
Japanese	3	2
Chinese	5	3
Danish	1	1
French	2	1
American	2	0
	18	10

SUNRISE AND SUNSET IN HONG KONG.

FOR SEPTEMBER, 1927.

STANDARD TIME OF THE 120th
MERIDIAN, EAST OF
GREENWICH.

Date.	Sunrise.	Sunset.
Sept. 7th.....	6.07 a.m.	6.33 p.m.
" 8th.....	6.03	6.34
" 9th.....	6.03	6.35
" 10th.....	6.03	6.36
" 11th.....	6.03	6.37
" 12th.....	6.03	6.38
" 13th.....	6.03	6.39
" 14th.....	6.03	6.40
" 15th.....	6.03	6.41
" 16th.....	6.03	6.42
" 17th.....	6.03	6.43
" 18th.....	6.03	6.44
" 19th.....	6.03	6.45
" 20th.....	6.03	6.46
" 21st.....	6.03	6.47
" 22nd.....	6.03	6.48
" 23rd.....	6.03	6.49
" 24th.....	6.03	6.50
" 25th.....	6.03	6.51
" 26th.....	6.03	6.52
" 27th.....	6.03	6.53
" 28th.....	6.03	6.54
" 29th.....	6.03	6.55
" 30th.....	6.03	6.56

DAILY WATERFRONT NEWS.

TOUR OF FAR-EASTERN
PORTS.

LARGE BATCH OF STEERAGE
PASSENGERS.

[BY LONGSHOREMAN.]

The facilities offered by the K.P.M. for a month's cruise in their new tourist steamer *Op Ten Noort* to Siam, Cebu, China, Philippines, Moluccas, Bali and Java, etc., leaving Singapore on November 11th, have interested many tourists. Special accommodation has been reserved for those making the tour, and an exceptional opportunity offers to visit Bangkok, Saigon and Manila per *Op Ten Noort* and return to Singapore per Dollar Line in 18 days, or return via Hong Kong in 28 days, including 6 days' stay in Hong Kong.

Fishing Junk and Ammunition. The master of a fishing junk was charged before Mr. W. Schofield, at the Kowloon Magistracy yesterday morning, with being in unlawful possession of ten rounds of ammunition, and with failing to carry the regulation lights while under way from West Point to Aberdeen on Sunday night.

His Worship imposed a fine of \$150.

"Kochow" Re-Armed.

The *Kochow* which was pirated last week is to resume her run on the Hong Kong-Wuchow run tomorrow. She has now been re-equipped with arms, and is to also carry two machine guns, six new Indian guards and four Chinese police.

"Anjou" in Difficulties.

The *Anjou* left as usual for Kowloon on Monday but had to abandon her trip after going a little way, owing to engine trouble. She returned here.

H.M.S. "Hermes."

H.M.S. *Hermes* was flying the paying-off pennant yesterday, prior to leaving for England. She was due to sail at 8 a.m. this morning.

Steamer Sunk.

Calcutta, August 30th. The steamer *Calcutta*, belonging to the Jave-Bangal line, was sunk in a collision with the *Hansa* steamer *Rabenfels*, bound for Hamburg.

The collision occurred near Fultas Point. The *Calcutta's* number two hold was badly stove in, and the vessel sank in deep water. No lives were lost.

In seeking to avoid further collision the *Calcutta*, which was following the *Rabenfels*, went aground.

The *Rabenfels* arrived at Calcutta badly damaged in the forepeak and with a big hole in the port bow.

Dangerous Cargoes.

There was a long list of dangerous goods manifested by some of the vessels arriving here yesterday. The *a.s. Khyber*, from London and Singapore brought 33 tons of Government explosives. The American ship *Liberty*, from New Orleans, had 35,000 cases of petroleum. On board the Danish motor ship *Asia* were 39 drums of alcohol. The *Borneo Maru*, from Moji and Yokohama, carried 430 cases sulphuric acid, 200 cases nitric acid, 1,100 cases matches, 235 cases calcium carbide, 40 kegs chlorate of potash and 15 cases sulphide phosphorous. The *Kawachi Maru*, also from Yokohama and Moji, had 75 tons of sulphur.

"President" Liners Sail.

The *a.s. President Jefferson* left here yesterday for Seattle and carried with her a full complement of passengers. The *President Grant* sailed for Manila with about thirty-five first class passengers.

Died and Buried at Sea.

The *m.v. Van Hentis* came into port yesterday with 2,053 returned emigrants from Batavia and Singapore, and reported the death of three deck passengers en route. The bodies were buried at sea.

Asiatic Deck Passengers.

An unusually large batch of Asiatic deck passengers was brought into the Colony during the 24 hours ended at 9 a.m. yesterday, no fewer than 4,394 persons being brought by eleven vessels. The largest number on one steamer was 2,053 on the *m.v. Van Hentis* from Batavia and Singapore.

New Bibby Liner.

The new Bibby passenger liner *Cheshire* is due to arrive at Rangoon about September 20th on her outward maiden voyage. She commences the return voyage from that port on September 22nd.

SHIPPING MOVEMENTS.

The E. & A. *a.s. St. Albans* will leave for Moji, Kobe and Yokohama about 4 p.m. to-day (Wednesday), September 7th.

The P. & O. *a.s. Kalyan*, from Hong Kong, arrived at Marseilles on September 5th.

The P. & O. *a.s. Novara* left Shanghai for this port on the 6th inst. at 10.30 a.m., and is due here on September 8th about noon.

The P. & O. *a.s. Albatross* left Singapore for this port on Monday, with the outward English mails, and is due here on the 11th inst. at about noon.

The motor vessel *Japan* (Swedish East Asiatic Co., Ltd.), left Antwerp on September 2nd, and is due to arrive here on or about October 12th.

WARSHIPS IN PORT.

Warships in port yesterday were:—South Wall Basin, *Tarakan*, *S/M. L.15* and *L.19*; North Arm, *Vindictive*; West Wall Dock, *Durban*; In Dock, *Sirdar* and *Robbin*; Taihook Dock, *Peterel* and *Tern*; Kowloon Dock, *Magnolia*; No. 2 Buoy, *Belgic*; No. 6 Buoy, *Hermes*; No. 8 Buoy, *Danac*; No. 9 Buoy, *Bluebell*; No. 10 Buoy, *Poiglove*; No. 18 Buoy, *Ruhena* and *Kharki*.

Foreign Men of War:—French, *Craonne* and *Argus*; U.S.S. *Panama*.

P. & O., British India Apar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAYA, BURMA, CEYLON, INDIA, PERSIAN GULF,
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AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEBANON, PORTS, BUEF, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination.
"NOVARA"	6,389	10th Sept.	Marseilles and London.
"DEVANHA"	8,155	17th Sept.	Marseilles, London, Antwerp & Hull.
"KIDDERPORE"	6,334	19th Sept.	Strait, Colombo, Bay of Karachi.
"KHYBER"	9,114	1st Oct.	Marseilles, London, Antwerp & Hull.
"NYANZA"	7,923	12th Oct.	Strait, Colombo and Bombay.
"MALWA"	10,909	15th Oct.	Marseilles and London.
"NAGPORE"	6,233	20th Oct.	Strait, Colombo and London.
"KASHMIR"	8,985	29th Oct.	Marseilles, London, Antwerp & Hull.
"MACEDONIA"	11,120	12th Nov.	Marseilles and London.
"MONGOLIA"	16,504	20th Nov.	do
"MANTUA"	10,946	10th Dec.	do
"KASHGAR"	9,005	24th Dec.	do
"MORSA"	10,953	7th Jan., 1928	do
"DEVANHA"	8,155	21st Jan., "	do
"MALWA"	10,909	4th Feb., "	do
"KHYBER"	9,114	18th Feb., "	do
"MACEDONIA"	11,120	3rd Mar., "	do
"KASHMIR"	8,985	17th Mar., "	do
"MANTUA"	10,946	31st Mar., "	do
"KALYAN"	9,134	7th April, "	do
"MONGOLIA"	16,504	14th April, "	do
"MORSA"	10,953	28th April, "	do
"KASHGAR"	9,005	12th May, "	do

† Does not carry passengers. ‡ Passengers to Singapore only.
* Calls at Port Sudan. Does not carry 2nd class passengers.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons.	From Hongkong (about)	Destination.
"TALAMBA"	8,018	7th Sept., 1 p.m.	Singapore, Penang and Calcutta
"TALA"	10,000	14th Sept., "	do
"TILAWA"	10,000	30th Sept., "	do
"TAKLIWA"	7,938	5th Oct., "	do

* Calls at Rangoon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons.	From Hongkong (about)	Destination.
"ST. ALBANS"	4,500	30th Sept.	Manila, Saadaka, Thursday
"ALBATROSS"	6,000	23rd Oct.	Island, Fowatilla, Brisbane,
"ST. ALBANS"	4,500	30th Dec.	Sydney and Melbourne.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Lio, Cebu, Kalamang, Tawo, Rior, Durban, or other ports en route as indicated.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand.

Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons.	From Hongkong (about)	Destination.
"ST. ALBANS"	4,500	7th Sept., 4 p.m.	Moji, Kobe & Yokohama.
"ALIPORE"	5,373	13th Sept.	Shanghai, Moji, Kobe & Yoko.
"TAKLIWA"	7,938	15th Sept.	Amoy, Moji, Kobe & Yokohama.
"MALWA"	10,909	16th Sept.	Shanghai, Moji, Kobe & Yokohama.
"NYANZA"	7,923	22nd Sept.	Shanghai, Moji, Kobe & Yokohama.
"KASHMIR"	8,985	29th Sept.	Shanghai, Moji, Kobe & Yokohama.
"KASHMIR"	8,985	30th Sept.	Shanghai, Moji, Kobe & Yokohama.
"AKAFURA"	6,000	4th Oct.	Moji, Kobe, Osaka & Yokohama.
"MACEDONIA"	11,120	15th Oct.	Shanghai, Moji, Kobe & Yokohama.
"MONGOLIA"	16,504	20th Oct.	do
"TANDA"	6,850	8th Nov.	Moji, Kobe, Osaka & Yokohama.
"MANTUA"	10,946	18th Nov.	Shanghai, Moji, Kobe & Yokohama.
"KASHGAR"	9,005	24th Dec.	do
"ST. ALBANS"	4,500	30th Dec.	Moji, Kobe, Osaka & Yokohama.
"MORSA"	10,953	10th Dec.	Moji, Kobe, Osaka & Yokohama.
"DEVANHA"	8,155	24th Dec.	do
"MALWA"	10,909	7th Jan., 1928	do
"KHYBER"	9,114	21st Jan., "	do
"MACEDONIA"	11,120	4th Feb., "	do
"KASHMIR"	8,985	18th Feb., "	do
"MANTUA"	10,946	25th Feb., "	do
"MONGOLIA"	16,504	17th Mar., "	do
"MORSA"	10,953	30th Mar., "	do
"KASHGAR"	9,005	13th April, "	do
"MALWA"	10,909	27th April, "	do
"DEVANHA"	8,155	11th May, "	do

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to—

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